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### COVER:

It's a little known secret that Clement Desalle would like to be swimming in Nutella right now © rayarcher.com

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2010 MX1 world champ Tony Cairoli intently watches the timing screens during practice in Loket © rayarcher.com









ANDREW SHORT

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# COMMENT

**R**eading through Jonty's Box this month something sparked a dim, distant and – fairly inevitably – hangover-clouded memory. This month Jonty's writing about Gas Gas, their plans for 2011 and how they're looking to recapture the glory days when Paul Edmondson rode for them and won the world 250cc title in 1996.

I was lucky enough to get an invite to the annual Gas Gas party that year and flew down with John Shirt and his motley crew including a young – still trials riding – David Knight. The evening before the big all-day party a crowd of us went for a meal and then hit the bars of Gerona where Fast Eddy was treated like royalty by bouncers, bar staff and enthusiastic Spanish clubbers and it's fair to say we got a little buck wild. The cerveza and Jose Daniels flowed into the early hours of the morning until we were all pretty juanquered.

The next morning, after an all too brief period of unconsciousness, we were then ferried up into the hills above Gerona to Gas Gas owner Narcis Casas' sprawling country house where a small MX track – complete with a couple of tabletops about 100ft apart – had been landscaped into his front football pitch-sized lawn. The place was packed with local dignitaries, factory big cheeses and, basically, the great and the good of the Spanish motorcycling industry.

After trials demos from Jordi Tarres and Amos Bilbao everyone moved to the front of the Casas hacienda for some fast laps from Eddy who throughout the morning had been nowhere to be seen. But right on queue he came screaming onto the track, hit the first tabletop WFO and threw out a massive, pancake-flat whip before landing perfectly on the downside of the second tabletop. The crowd erupted! Eddy – who six hours earlier had to be virtually carried to his hotel room – then proceeded to tear up the track for the next 10 minutes, repeating his monster whip on every lap before motoring out of sight of his audience with their rapturous applause ringing in his ears.

In fact, so loud was the applause that the real Paul Eddy – world enduro champ and celebrated guest of honour – probably stirred slightly as he slept off his hangover under a pile of coats in the back of a van while, a couple of cars across, Tony Marshall hurriedly switched back into his Fox kit ready to turn a few laps as himself!

You hear all sorts of stories like that in the world of enduros – especially from some of the old-school ISDEs where riders seemingly close to death at the close of play of one day would show up the next morning fighting fit having grown a few inches in the night – but in the closed course world of MX it's slightly harder to get away with. Which is a shame when it comes to this year's MXdN which is going to be a shadow of the event it could be if Antonio Cairoli and David Philippaerts don't turn out for Italy in disguise.

The problem stems from the Italian federation who are insisting that the fronts of Team Italia's raceshirts are devoid of personal sponsors' logos. Unfortunately, their two star riders – Cairoli the world MX1 champ and Philippaerts currently #3 in the championship – ride for high-profile factory teams and are contractually obliged to race with prominent Yamaha and Kawasaki logos. Having been on the receiving end of unbending Italian officiousness after an unsavoury – and expensive – episode with a hire car I'm hardly surprised that their federation would rather throw away a bloody good chance of winning the MXdN than back down.

DBR's Deputy Dawg goes into the subject of the MXdN in more detail in his regular Newshound round-up but I can't pass up the opportunity to stick my oar in. Picking the British team is a huge responsibility and a thankless task – it's a dirty job but someone's got to do it and that someone is Steve Dixon. To my mind the only no-brainer with this year's team is the inclusion of a rider who up until the summer was widely regarded as Canadian. Dean Wilson races the AMA series, went 2-3 at Thunder Valley this year and will have one of the fastest 250Fs on the track. And he was born in Scotland! Like I said, it's a no-brainer – but the other two are much harder to call...

As we were about to go to press we heard that Shaun Simpson has withdrawn from the MX1 slot because he's not sure the shoulder he dislocated in Brazil will hold up and with Tommy Searle deciding to go for a shoulder op instead of race that leaves Jake Nicholls joining Wilson in the MX3 berth. So who will be the third man? What about reigning British MX1 champ Brad Anderson? Or a now bang-on-form and fighting fit Stephen Sword who's won the overall at the last two Maxxis rounds? Or even Billy MacKenzie who after a season Down Under is now filling in for Chad Reed in the US on a factory Kawasaki? As if Steve's job wasn't hard enough already! And even taking the rider out of the equation for a second, you've then got to think about the logistics. With such a strong factory-backed KTM presence in America it stands to reason that getting a US-spec racebike for Jake won't be a problem. I'm not sure you could say the same for Brad or Swordy although I can't see Billy struggling for competitive machinery.

There's so much to take into account when it comes to choosing a team – especially for a race in the States – but whether you agree with Steve's selection or think it's a crock o' crap I'm sure you'll all join me in wishing Team GB and Team Ireland as well the best of luck. Do us proud gentlemen!

Finally this month we're mourning the departure of our Commercial Queen Debbs who's decided to abdicate and go work with orphaned orang-utans in Borneo. The majority of people who leave managerial positions at DBR aren't actually missed all that much – sure, we'll sign their card, chuck a few Euros into the collection and look sad at all the right time but, in reality, inside we're thinking 'whatever!' Debbs, however, is different and we'll sure miss her ready smile, her compassionate nature, her encouraging words, her willingness to muck in, her ability to get the job done, her surgically-enhanced breastedles...



Dear, departing Debbs gets all shaky-faced...

© Matty Muir



Billiam contemplates the possibility of a surprise call up to the des Nations squad

## NEWSHOUND!

DEPUTY DAWG'S DIRTY DELIVERY OF OFF-ROAD NEWS...

**W**hat's got six legs and doesn't know whether it's coming or going? No, it's not our Art Editor Marge carrying his badass Staffie bitch Swizzle – although that description would be perfectly reasonable – it's actually the British MXdN team. Although it sounds like a bad joke (actually, it's a terrible joke but stick with me on this one), the rumours, speculation and general lack of decisiveness are beginning to wear thin on British motocross fans not to mention the riders who still haven't got a clue if they're in the team or out.

While a five-rider shortlist has been out in the public domain since the end of June, nobody bar team manager Steve Dixon really had an effing clue who the final three were gonna be – especially since Dean Wilson, the one rider that everyone thought was a shoo-in, wasn't even on that original list of five. Confused? Yup, me too.

Anyhoo, the bottom line is this. Shaun Simpson was set to take the MX1 slot until he pulled out at the back end of last week leaving Scottish/Canadian hybrid Wilson in the MX2 position and The Reverend Jake Nicholls stepping up to the plate in MX3 after Tommy Searle dropped out as he needs surgery on his injured shoulder.

As we went to press a replacement for Woody hadn't been announced but one man also not on the original shortlist who may still throw a spanner in the works is semi-pro tree hugger Billy MacKenzie who'll be racing the final two AMA Nationals on Chad Reed's vacated factory Kawasaki. Now if Billiam's able to run top three in America – which as a proven GP winner and national champion he's definitely capable of – surely Steve Dixon would have to give his former protégé another shot on the team. Right? Apparently not...

"I know what Billy is capable of," says Steve, "but at this point in time nobody's sure how fast he's going. Even if he does well at the Nationals there's no guarantee that Kawasaki will want or be able to provide him with equipment for the des Nations. On the other hand Jake's able to take over Tommy's MX3 ride on the 350 quite easily because the equipment is the same with the KTM and FMF tie in."

The British young guns will be going up against pre-event favourites Team USA (Ryan Dungey, Trey Canard, Andrew Short) as well as France (Christophe Pourcel, Marvin Musquin, Xavier Boog), Belgium (Steve Ramon, Jeremy Van Horebeek, Clement Desalle) and Germany (Max Nagl, Ken Roczen, Marcus Schiffer) plus teams from 26 other nations but it looks like a podium result is very much a possibility – so go Team GB!

Sean



**Gordy's garage was targeted by an obviously organised gang of thieves who made away with six bikes and a bunch of spares...**



**Ben LaMay finds himself persona non grata after fudging his visa**



Disappointing for race fans but perhaps good news for the British team is the news that the Italian federation will be sending what's considered to be something of a B team (Davide Guarneri, Alessandro Lupino, Manuel Monni) as neither Tony Cairoli nor David Philippaerts can agree to wear the Italian team shirts that have been designed to the FIM's specification and if they can't agree to that then they won't be on the team. It basically all boils down to the fact that Yamaha and KTM want their logos emblazoned on the front of their rider's jersey and the Italian federation says 'questo non è possibile'. The worst thing is, Team Italy's loss is all motocross fans' loss n'all because now we're not gonna see the epic Cairoli/Dungey GP/AMA clash we've been waiting all year for.

While the Italian public are less than happy with their team selection the Irish are happy as Larry with the three-man squad team manager Stephen Russell has selected. Gordon Crockard, Martin Barr and Dubliner Stuart Edmonds are the Emerald Isle dream team who in all fairness are actually a pretty damn solid crew and totally the right choice from the pool of riders available.

In non-MXdN related team news PBM Kawasaki's Gordon Crockard had his race bikes stolen just prior to the seventh round of the British championship at Silverstone from a workshop on the outskirts of Manchester. Four KX450Fs including Knighter's WEC round winning bike, a KX250, one Beta Rev-3 trials iron and a whole heap of tools, spares and whatnot were taken in the early hours raid although one of the machines has since been recovered complete with a makeover – nice. Five bikes are still at large though so if you see or hear owt give the Greater Manchester Police a call on 0161 872 5050.

As well as the Crock Star's bikes it seems that CAS Honda's Gareth Swanepoel and Samsung Yamaha's Ben LaMay might also have been TWOCed although after a little further investigation it turns out the South African's jumped ship to Star Racing Yamaha in the States for the remainder of the year while the Alaskan was deported back to his homeland following a visit from the UK Border Agency. "The geezer's got no f\*\*king visa," team boss Roy Emberson might have declared if I'd dared ask him about it. Gone but not forgotten, both riders had a run out at the Southwick round of the AMA Nationals where Swanie finished a swell eighth overall in the 250 class and border jumpin' Ben a not-so-stellar 37th in the four-five-oh division.

Dates for your diaries now... September 18/19 sees the Vets MXdN go off at Farleigh Castle near Bath where a top-notch line-up of golden oldies including Dave Thorpe, Eric Geboers, Jeff Leisk, Josh Coppins, Graham Noyce, Pete Mathia and Neil Hudson will be battling it out over a full weekend's worth of classic competition.

Also going off that weekend is the final round of the Red Bull Pro Nationals which will be held over at Wakes Colne in sunny Essex. All the usual RBPN goodness will be going down and champions will be crowned as this is the final round. Don't miss out!

T'week after is the Motocross des Nations which this year is held at Thunder Valley near the mile high city of Denver which is also home to the Broncos – the NFL football team who were for a wee while suspected of being Eric Cartman's father. Not too ridiculously priced flights are still available from the UK to Denver International Airport (which is around 30 minutes drive from the track – or 20 for a motocrosser in a hire car \*wink wink\*) if you hunt around online so if you fancy a weekend away to cheer on Wilson, The Weverend and Whoever check it out.

October 3 sees the Maxxis British MX championships go to the wire at Hawkstone Park in Shropshire where foreign invaders Zach Osborne and Evgeny Bobryshev are expected to land the two titles. By my reckoning if those pair do take home the bacon from the party in the park then that'll be the first time in 15 years that a British-born rider has not won at least one of the British championship titles up for grabs – super Swede Jocke Karlsson and South Africa's Paul Cooper last beat off the Brits to the titles way back in '95 which alarmingly enough was also Carl Nunn's rookie year in the championship! Blimey.

A few weeks after that – October 22/23 to be precise – the Future West British SX championship ([www.britsx.net](http://www.britsx.net)) kicks off in Belfast's Odyssey Arena where defending UK champ Gordon Crockard will be looking to get his title defence off to a craic-ing start. As well as the British champs full fields of youth, amateur and international racers (so far including Steven Clarke, Zach Osborne, Neville Bradshaw and crafty Canadian Colton Kyle Beaton) will be banging bars at the event over the two nights. For racers or spectators who're up for a bit of indoors fun in Belfast there's good news as Future West have teamed up with the UK's #1 ferry crossings specialist Nutt Travel ([www.nutttravel.com](http://www.nutttravel.com)) to offer some craic-ing deals.

And finally DBR's Technical Editor Geoff Walker proved there's still a bit of life left in the old dog – but not a decent column, apparently – by pedalling his pants off to a fantastic 11th place finish in the 35+ division at the European Masters downhill mountain bike championship in Pra Loup, France. Well done Geoffers – now where's your frickin' column?



**Evgeny Bobryshev's looking good for the British MX1 title**





# WIN! WIN! WIN!

## CTi KNEE BRACES AND A TRAINING DAY WITH THE BUILDBASE CCM RACE TEAM AT THE APEX MOTOCROSS FACILITY...

**S**easoned pro riders Stephen Sword and Tom Church know that they can't win races or championships if they're sat on the sidelines and that's why they go all-out to protect themselves with the best protective gear available. And when it comes to their knees – the largest joint in the body and one that's vital to mobility – they both agree that CTi's tried and tested design is what they trust to stabilise and protect their leg joint ligaments and cartilage.

After battling off an early season virus that sapped his strength Swordy has been on fire of late and to celebrate this fact CTi have teamed up with the Buildbase CCM Squad, Apex motocross practice track and DBR – Britain's badassest off-road read – to offer five of our lucky readers the chance to win some CTi knee braces and a training day at Apex with Swordy, TC and that legendary four-time world champ David Kenneth Thorpe.

To win one of these most excellent of prizes we need you to answer an oh-so simple Stephen Sword

related question – how many Maxxis British championship motos has CTi athlete Stephen Sword won so far in 2010?

*Is it:*

- A:** Four
- B:** Fourteen
- C:** Forty
- D:** Foreskin

If you reckon you know the answer go online to [www.dirtbikerider.com](http://www.dirtbikerider.com) where you need to follow the competition link, fill out the required fields, check the terms and conditions then hit transmit and sit back safe in the knowledge that you're in with a good chance of winning one of these awesome five prize packages. The competition closes at noon on October 1 with the first correct entry drawn totally at random winning a pair of CTi custom braces and the Buildbase CCM training day while four runners-up will win CTi OTS braces as well as the training day.



## BLOOD SWEAT AND GEARS

**W**elcome, race fans! Here at Blood Sweat and Gears we're proud to announce we've teamed up with DBR magazine, the UK's biggest selling monthly dirt bike publication. Each month we'll be letting you know what's coming up on the show as well as giving you some exclusive backstage info that you won't find anywhere else.

But first up, just in case you've been living under a rock for the past two years, here's a little bit about us...

The show goes out every Saturday on the Extreme Sports Channel and each week we bring you all the hottest race action from around the UK. But what makes us different from the rest is that we not only bring you all the race action from the pro ranks, we also feature action from riders just like you – the unsung heroes who spend their hard-earned cash so that they can pursue the sport they love...

We bring you youth, pro and amateur highlights as diverse as the British Masters, GBXC, NORA quad, British quad championships, IMBA sidecars, AMCA MX1 and MX2, freestyle and grasstrack. In fact, if it has two wheels, an engine and moves off-road, chances are we film it.

This year alone we will have filmed a staggering 46 events and pumped 42 hours of off-road action into living rooms across the country. And we're not planning on slowing down anytime soon. As soon as we complete our 2010 filming schedule we start shooting the Weston Beach Race and the British SX.

In early 2011 we'll be celebrating our 100th episode and you'll see an even bigger step forward in presentation. Our aim is to push the sport and the Blood, Sweat and Gears brand towards the mainstream. And we'd love you to join us for the ride.

If you haven't had a chance to check out the show, we've recently started uploading episodes onto **bloodsweatandgears.tv** and should have a full archive in the coming months. Also keep your eyes glued to the website for details of some cool t-shirts that are being made for us by those lovely people at Charge Clothing.

So what's coming up this month? On September 11 we've got the second part of the British Masters from Landrake with Pro MX1. The following week we'll be bringing you the Sidecar IMBA championships with AMCA MX2 and MX1 championship support races. On September 25 it's the Buildbase fast track championships with those insane 1000cc sidecars hitting 100mph – with no brakes. And on October 2 we'll have highlights from the GBXC cross country and Wyre Forest youth enduros.

Until next month, ride safe.

**BLOOD SWEAT & GEARS** is on the Extreme Sports Channel (Sky 419/Virgin 527) every Saturday. Check listings for details.



# THE REVEREND LOWS AND HIGHS!

ALL-IN-ALL IT'S BEEN A PRETTY SUCKY MONTH FOR JAKE – UNTIL HE GOT THE CALL FROM STEVE DIXON

Words by Jake Nicholls Photo by Suttty

**H**ello again everyone, I really don't know where time goes at the minute. I was trying to figure out when I last wrote and it was the Monday after Foxhill – in one sense it seems like five minutes ago but then in another it seems like years as I've been to Belgium, the Czech Republic, Bath, Brazil and Northampton since. Wowwwweeee! And right now I'm sat in the driver's seat of my transporter next to my mate Tom in the Channel Tunnel en route to the workshop in Holland to do some riding before the GP this weekend in Lierop.

I'm sure a fair few of you might have noticed that I haven't had the best of months – it's been really tough to say the least if I'm honest. Foxhill is still taking its toll on my body now. The crash in practice makes my upper back and shoulder blades ache like hell when I sit down and when I ran my ankle over in the first corner of the first race I really didn't realise how much damage it did. But I soldiered on to Lommel where everything was going great – I qualified eighth and was seventh with two minutes to go until we had a little bike problem which didn't let me finish. The second race I got taken down in the third corner and came from last to 12th on the notoriously rough track so it was a tough day at the office.

We then moved on to Loket which I was looking forward to as I love that track. But things weren't on my side. My ankle was continuously hurting but was bearable but the heavens opened and made the track into a mud bath on Saturday and Sunday was a rut-infested hellhole for me. I caught my foot once while battling from a bad start and shrugged it off in a couple of laps but three laps later I did it again and had to stop right there on the side of the track – I nearly threw up I was in so much pain. I was distraught as I've only ever broken or dislocated things so I didn't understand the sudden pain I was getting.

I got home and good ol' ma got me booked in to see my local specialist Mark Bowditch who observed my ankle and booked me in for a scan. While waiting for the results I saw my physio a few times and Donjoy hooked me up with an ankle brace which has been a saver to be honest. The results came back showing two torn ligaments but I forgot about it and cracked on with Farleigh that weekend.

Qualifying went terrible as I put a couple of laps in early but as the goat herding track got rougher it got quicker and I missed out on the Superpole. Not feeling myself I got bad starts all day and rode tight the first race as I had only rode for 15 minutes during the week since Loket. The second race I rode well for second but the last one I crashed hard early on and once again later on – I was trying so hard but it was biting me.

I thought the track was terrible. I love old-school tracks like Langrish, Namur and Hawkstone but at least they've modernised themselves a bit to suit our bikes. Farleigh hasn't at all. I can really understand how it was good back in the day but our bikes are too good to entertain riders and crowds around a field/wood like that. Not impressed. So I came from there absolutely in bits – what a nightmare!

But I soon got my chin up and manned up for the task ahead in Brazil. Wayne, Jeremy and I all travelled together and everything went well. We were having a great time and all got on really well but the motocross side of it didn't go so good. I qualified all right in 12th after being forced off the track by some noddy Brazilian. Sunday I got a mega start in race one and was running fifth but started noticing my bike not feeling the same. I dropped to seventh and then DNF'd with issues.

The second race my spare engine bogged off the line so I spent the first few laps playing dodge the dick – don't ask Lawless about this game, he'll be no good at it [only because I didn't go to a posh private school and so never needed to learn it – SL] – and then we had another issue with something else. All really unlucky as they were totally random things. It knocked my confidence and upset everyone involved and even though it wasn't my fault I felt it was in a weird way.

So we travelled home feeling very sorry for ourselves but I had Blu and Percy my Jack Russell waiting for me at Heathrow which cheered me up a fair bit. I pretty much spent the whole week before Silverstone trying to sort my sleeping out after Brazil but I'm nearly all right now. I got some good riding done in the last part of the week even though the weather has been crazy wet – what's up with that?

Going into Silverstone I was expecting a really muddy track and to a certain extent I was right but they had some serious rain up there. Practice was mucky but the races weren't so bad although it was like an enduro in places. But I enjoyed the day and had three good, fun races and although I didn't get the overall I was happy. I gave Zach a good run in all three and beat him straight up in race one.

So anyway, I'm now sat in the office of our team's workshop after the drive over here with a massive grin on my face as I had a nice phone call from Steve Dixon to let me know I'm the MX3 rider for team GB at the des Nations. Woowooooo, I'm so happy about it – it's one of my all-time goals to represent our nation! So, so happy!

Thanks for all your continued support...

**GO HARD #45**





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# BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE  
DIRT BIKE RIDER ARCHIVES



## AUGUST 1989:

American GP hero Trampas 'Chad' Parker was this month's cover star, captured by Jack Burnicle on his way to overall victory at the British 125GP at Hawkstone Park. Best Brit in fourth was Jamie Dobb who'd have to wait another 12 years to lift the crown himself. Parker won his first world title that year against other future world champs Alex Puzar, Bobby Moore and Andrea Bartolini.



## MAY 1993:

Everybody's favourite fish Rob Herring graced the cover 17-and-a-bit years ago as part of a Burnicle's Beat (yep, him again) special from the Italian 250GP at Castiglioni Del Lasagne. Elsewhere in the mag the ubiquitous Burnicle reported on the British 500GP at Hawkstone Park – a race won by Jorgen Nilsson – and then in a separate feature paid tribute to 'past it' Kurt Nicoll for having the balls to switch to 250 GPs at 28 years old...

To trawl through more back issues of DBR hook up to [www.dirtbikerider.com](http://www.dirtbikerider.com) and click on the digital vault button – new issues are constantly being added so keep checking back...



# CROCKSTAR

## BURGLARISED!

A TOUGH MONTH IS MADE EVEN TOUGHER WHEN  
THIEVING SCUM STRIKE AT GORDY'S UK TEAM BASE...

Words by Gordon Crockard Photo by Suttly

Reflecting over the past month of my life is my way of coming up with interesting topics to report in my column. I have been doing a lot of one-to-one coaching at home during the week and then racing MX at weekends in England, flying over to all the races and meeting Leo and the bikes at the track. Dagger has been very helpful and organised the entire airport-to-track transfers for me.

My results have been good and I'm happy enough with most of my performances lately, especially as it's been a struggle to find time and energy to practice. In fact, I haven't been practising in over two months now. You might think I'm talking out of the crack of my shuck but I'm seriously telling the truth on this one.

With doing the coaching work through the week it leaves me no time to get riding myself. Add on top of that moving house, building an apartment above my workshop and the continual responsibility of tending to the financial implications that arise from being a partner in a property portfolio company that's trying to resist the pressures of the recession. If I were to share more detailed information with you then you would understand just how far down the priority list getting out for a practice on my bike really is.

I want to be a full-time professional motocross rider who goes riding every other day for testing or for practice but the arrangement I currently have doesn't pay me to be full-time MX-only. I race for prize money and that's my only income from racing. I don't have a salary from Kawasaki or any endorsement or bonus money from any of my sponsors. I get product supplied so I can race and I am very grateful to all of the sponsors I have at present. If it wasn't for them I wouldn't even be on the track. So thank you.

Due to where I live I have quite high travel expenses for every weekend. Flights, hire cars and hotels are all needed to be paid for each weekend I go to England to race. My entries are my cost too and they are over £100 each weekend. So I spend £200 to £300 before I get to the startline. The prize money on offer is my only shot at getting back to break even or into profit and I can guarantee you there are no guarantees in getting any prize money at all. Moan, moan, moan, get the violin out, poor me, poor me, sob, sob, sob...

Okay, so I'm rambling about scrambling but my point is this – MX is my passion and I love it as much as ever but there is no way I can say I'm able to make a living by just racing.

I heard some mates talking about a topic on an internet forum. It was about British series riders' wages and it revealed that the users on the forum seemed to be of the idea that the top British championship riders were on big money and earning hundreds of thousands of pounds per year. I know exactly what money there is in MX at all levels and I can tell you there isn't too much to be earned from the UK.

I suggested to DBR to run a feature on this and to actually run down through the top 10 of MX1 and MX2 riders, giving their official occupation and whether or not they are paying income tax, are VAT registered,

have a mortgage, an accountant, a family to support, pension plan, annual income etc etc etc. I would be very interested to see exactly how many guys claim they are full-time professional racers and are actually able to make a living from racing. I think you will find the British MX public would be shocked at the facts.

Okay, another idea I have is to get a riders' committee formed so that we can put our suggestions forward to the series organisers about all connected points to improve the championships. I think everyone wants improvements and if there was a system and correct protocol to follow to involve the riders' ideas and points of view then this has got to be a way forward.

The track is a major factor to the quality and enjoyment of a weekend and I think if the riders had a say in where we race and how the track is prepared and designed then it would be better. The fans too should be able to inject their opinions. If people could declare their ideas of where the championship venues were to be and also give feedback of what matters to them when attending a race meeting then surely we get to hear some great information do we not?

Back in my August world I had some racing going on. Dirt 3-2-1 was fun and I'll be back at the next one, I did a couple of press launch days for the Liverpool and Belfast SX events and I raced in retro kit at the Billy Hutton Memorial at Bells Hill. It was really cool and a stack of guys had on some mega retro riding gear for the special parade on the day. I ran some old Team Green M Robert kit from 1987. I even had a yellow Camel bib with #7 that David Watson gave me at the British 500 GP in '87. Well done Tubman for organising and getting it off the ground.

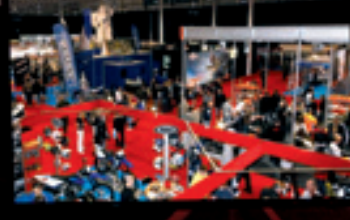
The following day I raced at Farleigh Castle for the British championship. I had a good day and the opening race tested my neck muscles for strength as the roost of Jimmy Noble's 450 sheered off the top screw that holds my peak on my crash helmet which meant it was free to flop up and down depending on the speed I was travelling at. On the fast straights it felt like my neck was going to snap backwards with the force. Canada Heights for the RBPNs was the next weekend where I did what the good lord said and went fourth!

Silverstone for another British championship was next and the weather made the track a real challenge for all aspects of the event. And the event was even more of a challenge for us before we got there as during the week we had six of our bikes stolen from the team base in Manchester. Four of the bikes were Leo's and all his tools, bike stands, spare parts, wheels etc were also taken. They stole my race bike but luckily the spare bike was somewhere else and we were able to use it for Silverstone. That's four Kawasaki 450s, 1 Beta trials bike, one Kawasaki KX250 two-stroke, tool boxes, stands, wheels and spares all taken.

Last night I went to the Guns n' Roses concert in Belfast and it rocked! I'm off to Paradise City right now...

*[Handwritten signature]*  
dirtbikerider 19





# WIN! WIN! WIN!

## INTERNATIONAL DIRT BIKE SHOW TICKETS UP FOR GRABS

**T**he International Dirt Bike Show is rocking up at Stoneleigh Park in November for its 11th consecutive year and to celebrate this momentous win-streak we've got 10 pairs of tickets to give away!

As the only major off-road show in Europe it's increasingly becoming a 'must-do' date for companies from outside the UK who are using the show to launch their new product lines and this year will be no exception. So expect to see the likes of Fox Head Europe, One Industries Europe, Madison, O'Neal Europe and Leatt sitting alongside all your favourite home-based suppliers.

As well as all the latest machines, accessories, clothing and aftermarket parts there'll be a full range of services, organisations, clubs, displays, presentations, discussion forums and prizes. The Live Action Arena featuring 30-minute non-stop action performances throughout the day will include minibike racing, minibike freestyle competitions and backflips, BMX freestyle and streetbike stunt riding demonstrated by top riders Dan Whitby, Samson Eaton, Arran Powley and UK streetbike freestyle champion Paul Hanks.

Of course, we'll be there in force running the Live Stage – we might even drag The Bear along – and we've got hold of 10 pairs of tickets to offer up in our free-to-enter competition. All you have to do to be in with a chance of winning is tell us which special anniversary the show celebrated last year...

**Was it:**

- A:** Five years
- B:** Ten years
- C:** Donkey's years
- D:** Buzz Lightyears

Got the answer? Well your next step is to go to [www.dirtbikerider.com](http://www.dirtbikerider.com) and follow the competition link, type in your answer, fill out the necessary fields and hit the send button. The first 10 correct entries drawn on **October 7** will be sent a pair of tickets with our compliments.

Don't despair if you don't win this time though, tickets bought in advance offer substantial savings over on-the-door prices. And if you get together with some mates you can make further savings as for every 10 tickets bought the 11th is free.

Go to [www.dirtbikeshow.co.uk](http://www.dirtbikeshow.co.uk) for more info...



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# SWORDY

## STEVIE WONDER!

WITH OVERALL WINS AT FARLEIGH AND SILVERSTONE,  
SWORDY'S BACK ON THE GAS AND HUNTING DOWN BOBRYSEV...

Words by **Stephen Sword** Photo by **Nuno Laranjeira**

**W**ell it's been a great month. I'm feeling good in myself and winning again – it's definitely been the most satisfying month of the year regarding racing.

The ball started rolling after my race win at Foxhill. I did race the Czech GP the following week but that didn't go to plan – both starts I was outside the top 25 so I made it hard for myself but I was motivated not to let that weekend upset my form as Farleigh Castle was next, one I'd been looking forward to all year.

It was 10 years since I rode there last – on a 125cc AXO Honda! DT was running the team then and Mike Brown won the overall and the championship that day while I finished second on the day and fourth in the championship. I knew I would enjoy the track at Farleigh and I knew I had to start winning if I was to give myself any chance of winning the championship.

The track I thought was superb – old-school and my type of going – and I qualified first in Superpole so that gave me the gate that I wanted on the very inside. In race one I got a great jump but hit a bump going into the first turn which almost sent me over the bars. I got the old girl down and came out second behind Brad, put the pressure on him for half the race then made a pass and pulled away for the win.

Race two was almost a textbook race. I got the holeshot and shook off the challenge from Bobby. Then I stalled the bike on the steps in the woods with two laps to go. I was not at all happy with myself, all the hard work was done and I only had to cruise home. What an idiot! I took that frustration into the third race where again it was a battle with the Russian. He pushed me all the way to the flag in a great race and it was great to get my first overall of the season and CCM's first for over 30 years. Each week we as a team are ticking more boxes and achieving our goals which is down to every single member giving it 100 per cent.

I had a weekend off from racing as it was the Brazilian GP and we had not scheduled to go anyway but we still worked hard and tested some new parts in preparation for the next British at Silverstone. We'd heard that Bobby had injured himself so we also wanted to be ready to capitalise if he wasn't 100 per cent – sounds pretty mercenary I know but we need to exploit every opening. I went riding at Rocket World on the Tuesday before

Silverstone – it's an awesome track and the conditions were tacky – but that was the only day I rode that week as it didn't stop raining and all the tracks were flooded.

Silverstone is only an hour from my house so I just went up on Sunday morning. Luckily the pits are hard standing as the work they had to do on the track just to get it rideable was a big, big task. Considering they were thinking of cancelling the event I thought it ran well but practice and Superpole didn't go to plan. A stone ripped the chain off in practice so that was the end of that bike – I grabbed the transponder and ran back to the pit area where Ryan had the spare bike warmed up ready to go. It took me a couple of laps to get back on it, then posted second quickest time.

I was on a good lap in Superpole, then I landed heavily off a jump and got mud in the back brake which made me stall. End of lap and 12th pick on the gate! I wasn't happy but the start was pretty fair so no major stress and I was right to be calm because race one was awesome! I took the holeshot and just went. Winning the race by 26 seconds felt nice. Race two I got another holeshot but Brad passed me on the first lap. I felt comfortable behind him, put the pressure on and almost got him on the last lap. I was disappointed not to win that one.

Race three I gated about fifth, got into third quick but then spent too long trying to pass Doogie. Once I got to second I rode as hard as I could to get Bobby but I was one lap too short. Again I was disappointed but pleased with another overall. The goal is still to put the pressure on Bobby and fight all the way to the end – three wins at Hawkstone and that's all I can do!

I raced the Ken Hall Trophy on the Bank Holiday Monday after Silverstone. It was a good day again and I came away with the overall for the second year running. I wasn't feeling quite on form though, I was sick and slept between races. It had been two hard days riding so I took a few days off to recover and now the team and I will continue to test and ride hard to put ourselves in the best possible position to win at Hawkstone.

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*Stevie Wonder #71*





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# BRYAN MACKENZIE

THIS MONTH THE SCOTTISH SUPER PRIVATEER PUTS DOWN HIS SAW, UNBUCKLES HIS TOOL BELT AND PREPARES TO BE ON THE RECEIVING END OF A PROPER PROBING...

Interview by and photo by JP O'Connell

**Q:** What is your 'normal' job?

**Steve Green**, London

**A:** "My 'normal' job is as a joiner and unfortunately I'm pencilled in for five days a week. I say pencilled as my dad appreciates that MX is what we do and is sympathetic to the cause. So as much as he needs me at work he doesn't mind giving me a half day on a Wednesday or something for a bit of riding."

**Q:** How frustrating is it that you go out running top 10 in the British championship on a weekend then have to get up and go to work on Monday morning?

**Luke Kelly**, Swanage

**A:** "To be honest I don't really care about all that so much. I've raced all my life not making much money and sacrificing a lot so as much as I'm aware the dangers of the sport I don't tend to think about them or milk it too much. I just race for my own satisfaction. Obviously if I could make some money out of it so I don't have to work I'd love it but it's not so much the fact that I'd actually be making money, more that I'd have the opportunity to apply myself properly. What does suck though is having a s\*\*\*t weekend, getting home at 2am and having to be at work at 9am because the guy that you're fitting a bathroom for pretty much has you on a tag so that he gets his money's worth!"

**Q:** What were the differences between your non-factory and factory Hondas?

**Mark Helliard**, Tyne and Wear

**A:** "That's an easy question – the biggest thing was the factory front brake. It was the first time in my career that I really appreciated the benefits of good brakes. I loved my Twisted 7 bike that BC, my mechanic, had made me with the guys from MVR-D. So there wasn't a massive difference in power or anything like you'd think. The suspension was pretty bad ass on the CAS bike too though."

**Q:** What are your ambitions within motocross and do you think you'll ever land another factory ride?

**Stu Bailey**, Leatherhead

**A:** "When I was 10 years old I would have said 'to be world champion'. When I was 18 I would have said 'to race GPs for a factory team, make a s\*\*\*t load of money and maybe be world champion one day'. Now, at 25, I'll probably have to say 'get some overall podiums at

British championships, hopefully start winning some races if luck is good to me and make a pound or two so I don't have to bang any more nails in and give riding a good go for a few more years'. Riding for a factory team is something I gave up dreaming about a long time ago. The CAS gig was just a lucky break in my career – I didn't expect something like that to happen to me then and I still don't now."

**Q:** How often do you manage to get out and practice/test during the week?

**Ian Tomkinson**, New Forest

**A:** "Testing is non-existent! I don't have anything to test. I spend all my money on spares that are compulsory so I don't have any money for optional stuff. We bought a bike that was second-hand that I try to race that already had motor work done to it so I haven't done any testing. I try to get out once a week on a Wednesday for practice though but, man, we've been working for this one dude for the last three months that doesn't cut me any slack! I have to make up stuff to get away."

**Q:** As you have had to put together your own deal have you managed to secure kit sponsorship or do you have to pay for all that as well?

**Clive Short**, High Wycombe

**A:** "I have a great long-term relationship – working, not sexual – with Madison and they distribute a whole heap of stuff, one of them being Thor. So I get hooked up with stuff like that luckily otherwise doing what we do and coming from where I come from I could never afford to race at the level I do."

**Q:** What sort of mileage are you clocking up travelling to and from the races during a season?

**Daniel Smart**, Hedge End

**A:** "I'll do over 1,000 miles in a weekend going to Landrake and about 800 going somewhere like Foxhill. I don't calculate anything in miles though, I do it all in hours. Anything under five hours for me I pretty much class as local. If it's under five hours it means I can make it home on the same day as the race and we can get there on a tank of diesel and back on another tank."

**Q:** What's been the high point of your career?

**Keith Baker**, Stamford

**A:** "I've had a few. First would be all my BYMX

championships I won as a kid and although I know it doesn't mean much now, back then it was a great feeling. More recently last year I got 10th at the Swedish GP. I ran top 10 the whole moto and was getting pressured like hell from Manuel Priem with five laps to go. He even passed me on the second to last lap and I went back round the outside of him on the next corner. I didn't want to give it away."

"When I crossed the finish line I just wanted to fist pump I was so happy but I thought that would have been a little gay. Also Foxhill a few weeks ago when I got third in the final moto of the day. I ran second behind Zach the whole moto but Jake passed me with about three corners to go. Normally I'd have been pissed that I let it go right at the finish but I was pretty pumped just to even be up there with those two guys as they pretty much own the MX2 class in Britain just now."

**Q:** What do you wear under your kilt?

**Harold McDuff**, Morecambe

**A:** "Yo' momma! Sorry, off topic! How you getting on Harold? How is Dirt Track Racer doing? Facebook me! It's been a while."

**Q:** After having the 'factory' lifestyle for a while how difficult has it been to remain motivated now that you're back to being a privateer?

**Jon Samways**, Yeovil

**A:** "I don't struggle with motivation. I didn't change much as a person when I was riding for CAS last year, I was still the same old Bry with the same old goals. They're not unreachable goals either so my motivation is definitely still there. Now being a privateer I enjoy the wee moral victories we get when we achieve something like my first ever pole in super pole at Lyng or first ever British championship moto podium at Foxhill. I blew my race bike up in qualifying that day too so rode an absolutely stock bike all day. It's those kinda things that keep you going, you know?"

## NEXT MONTH

STEPHEN SWORD >>

Got a question for the Clews Cement Mixer pilot? Fire it off to us at [dbproprobe@googlemail.com](mailto:dbproprobe@googlemail.com) and we'll put it to the speedy Scot...



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# ACTION HEROES!

THIS MONTH SEES LPE KAWASAKI PILOT AND VIN DIESEL FAN KRISTIAN WHATLEY AND HIS FORMER TEAM-MATE AND MR BEAN WANNABE WAYNE SMITH GOING TOE-TO-TOE...

Interview by JP O'Connell Photo by Ian Roxburgh

**DBR:** Who would you like to play you in a film of your life?

**KW:** "Probably Vin Diesel."

**WS:** "Rowan Atkinson aka Mr Bean. We have the same vocabulary!"

**DBR:** When did you last clean an air filter?

**KW:** "This week, I cleaned about 10 on Wednesday!"

**WS:** "Well now I'm a nine to fiver my brother does them for me. I give him all the glamorous jobs!"

**DBR:** Could you check your own valve clearances?

**KW:** "Yeah, for sure."

**WS:** "Yes, I'm a well of knowledge."

**DBR:** Have you ever eaten anything you've killed?

**KW:** "No, I don't think so."

**WS:** "Yeah, I love a bit of old trout!"

**DBR:** How many bones have you broken?

**KW:** "Quite a few, probably about eight in total."

**WS:** "Too many to count – maths was never my strong point!"

**DBR:** Something you eat that you know you shouldn't?

**KW:** "It's got to be KFC!"

**WS:** "Doner kebabs – do you know what's in them?"

**DBR:** Do you own a pair of slippers?

**KW:** "Definitely not!"

**WS:** "Yeah – and a pipe and smoking jacket!"

**DBR:** You're in second and on the leader's rear wheel – be honest now, do you take him out in the last corner for the win?

**KW:** "Maybe not take him out but I'd definitely give him a little nudge into the last turn."

**WS:** "No, sadly, I'm too nice. When I win I like to know I won because I was the fastest."

**DBR:** What's been the highlight of your racing career so far?

**KW:** "Probably what I won in '04 on the 85cc Big Wheel and last year I won the British Open championship alongside the U21 – that was pretty cool, I liked that!"

**WS:** "The win at Desertmartin in '08!"

**DBR:** What car do you drive?

**KW:** "A Mercedes Vito."

**WS:** "A Robin Reliant with a Hayabusa engine. Did you not see me on Top Gear recently?"

**DBR:** And if money were no object?

**KW:** "Definitely a Porsche 911 Turbo."

**WS:** "A Maserati."

**DBR:** Have you ever been arrested?

**KW:** "Nearly! When I was 15 or 16 me and a mate found a shopping trolley when we were on our way home at about 1am, we filled it with traffic cones thinking they'd make good markers for my mini bike track. Unfortunately the police tracked us down but let us off with a caution."

**WS:** "Not yet!"

**DBR:** If you could change anything about yourself what would it be?

**KW:** "Hmmm, difficult one – a bit more believing I suppose. I know that I am good but on race day I need to believe in myself 110 per cent..."

**WS:** "I'm sure my wife could give you a list so ask her!"

**DBR:** What's the most embarrassing thing you've done while drunk?

**KW:** "I don't know really. I can't think of anything so there can't be anything that bad."

**WS:** "At a gig my missus was doing last year I got very drunk and thought I knew a bloke stood at the bar. I spent three hours talking to him about the good old days only for him to tell Steph he'd never met me in his life. I wouldn't have it and had to be dragged away only to pass out in the middle of the car park. I think they left me there to sleep it off!"

**DBR:** If you could meet any person – dead or alive – who would it be?

**KW:** "Definitely Danny 'Maggoo' Chandler – he's my hero."

**WS:** "Rossi – he's a legend. And I want to know where he gets all his outfits from!"

**DBR:** If you were shipwrecked on an island what three things would you want with you?

**KW:** "Definitely my bike, my iPhone for sure and a TV."

**WS:** "Food, my wife (to cook the food and provide other important services) and my dog."

**DBR:** What's your favourite film?

**KW:** "The Hangover is pretty cool."

**WS:** "Snatch."

**DBR:** What's your most annoying habit?

**KW:** "When I'm concentrating I chew my tongue which is a bit weird."

**WS:** "My jaw clicks when I eat. It drives everyone mad!"

**DBR:** Where's your favourite place?

**KW:** "It's pretty cool chillin' out at my mum and dad's place in Spain, it's always warm and there's a nice beach."

**WS:** "Home. It's where the heart is you know."

**DBR:** Do you have any fears or phobias?

**KW:** "Not really, although I have got a skydive coming up so I may be able to tell you I have a fear of heights after that!"

**WS:** "Being trapped in a hose pipe! The therapists are trying to help."

**DBR:** What's your most prized possession?

**KW:** "Probably my push bike."

**WS:** "Ha ha! My wife. That's me in the good books for the rest of the year."

**DBR:** Favourite race you've been in?

**KW:** "Probably '04 at the last round of the BYMX where I won the race. I had a good start, had my head down and won by about 15 seconds, then everyone was opening the champagne at the end."

**WS:** "Irish GP 2004. Having the fastest guys in the world behind you is a huge buzz even if it's only for one lap."

**DBR:** Have you ever been in a fight?

**KW:** "No, I don't do fighting."

**WS:** "Yes, with a sweeping brush – and lost!"

**DBR:** Is winning a race better than sex?

**KW:** "Depends who it's with and what's going on!"

**WS:** "No and I'm not stupid enough to say yes as I'd probably not get any ever again!"

**DBR:** How do you have your steak?

**KW:** "Rare."

**WS:** "Rare – I'm a man!"

**DBR:** Blonde or brunette?

**KW:** "Brunette."

**WS:** "Brunette."

**DBR:** Something about yourself that nobody else knows?

**KW:** "I know what I want to say but I don't think it would go down that well! How about that I play a lot of Playstation to chill out..."

**WS:** "Well if I told you then everyone would know. I'm an open book. Everyone knows my dodgy secrets."

**DBR:** If you could witness any moment in history what would it be?

**KW:** "I think it was the Tour de France in '98 when Lance Armstrong passed this rider going up the hill, gave him a quick glance and was like 'bye bye' then left him for dead which was awesome as Armstrong has never been a hill climber."

**WS:** "The beginning of the world so I could find out what came first, the chicken or the egg."



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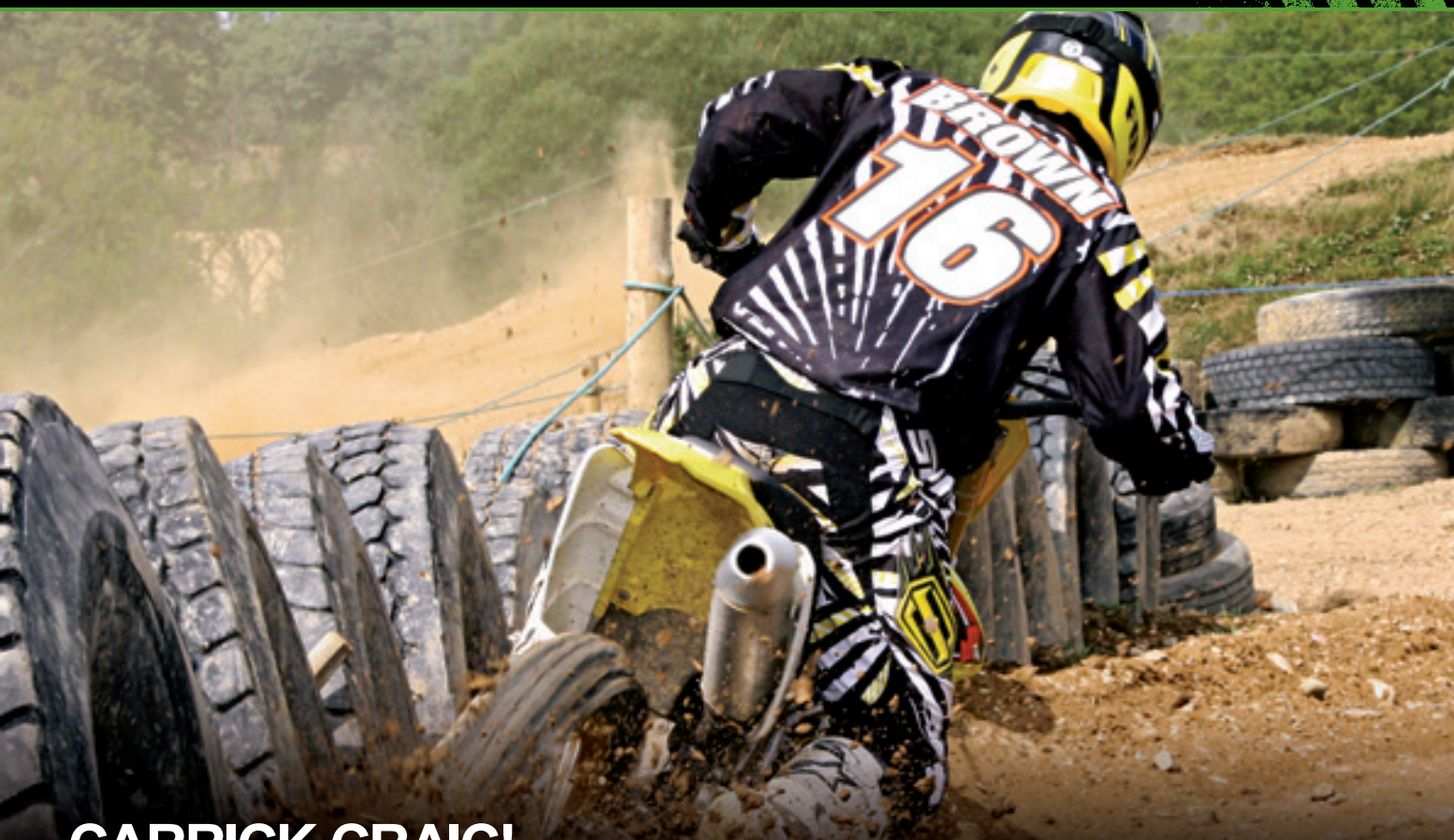


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## CARRICK CRAIC!

TOP MARKS FOR THE DESERTMARTIN TWO-DAYER WHERE BIRD IS THE WORD...

Words by Stevie Mills Photo by John Pritchard

**M**y goodness, where did the season go? Kids are back to school, the 2010 MX1 world champion has been decided – well done Tony – and the MX gossip is in full swing regarding who's riding what and where next year...

Congratulations to everyone involved in the Carrick club's two-day MX at Desertmartin – it was a resounding success with over 300 riders in attendance over two days of beautiful sunshine. MX and a few tins in the evening to the sounds of some top class tunes – it just doesn't get any better. This wasn't a GP or a championship event – this was all about friends getting together to race motorbikes and enjoy each other's company – and it soooooo worked!

As usual the Cookstown club presented their circuit in its entire splendour and everyone – well, those who didn't crash on it – enjoyed a chance to ride the new back section of the track which is particularly demanding on those suffering from talent deficiency disorder.

Richard Bird on the Watt/GOMX KTM won all the motos in the Expert class, a great result for the ever-smiling Lisburn man who has had a tough season so far as he struggles to overcome a niggling thumb injury. "It's taken nearly 10 weeks for the thumb ligaments on my right hand to heal," reveals Richard. "The most annoying thing was that I could still work and do 99 per cent of normal activity but when I tried to ride I couldn't use my front brake at all which made racing impossible. So my focus is to try to finish the season on a high and prepare for next year."

Across the pond things are reaching boiling point with one Maxxis round and two Red Bull Pro Nationals left to run and enough points left on the table to make a huge difference. Between RBPNs, Maxxis rounds and numerous other events, Martin, Gordy and crew have been

chalking up some hefty motorway mileage and scoring some great results along the way.

Still playing catch up since missing the first round of the Red Bull Pro National series, GC on his PBM Kawasaki is still in a position to fight for a podium result in MX1 while it's been a season-long duel between Elliott Banks-Browne and Martin Barr in the Red Bull MX2 class. Barty has a 29-point lead which could change in the blink of an eye but he has both the speed to win races and the maturity to know when to collect enough points to keep him on track.

His fellow des Nations team-mate Stuart Edmonds has been putting in some solid rides in the Red Bull MX2 category and the stocky Dubliner holds a solid sixth position on a very sharp sounding TM – nice one Nicky!

Two rounds remain to decide the Irish MX championships and while the new format continues to play havoc with spectators, commentators and also those in the pitboard area the racing has been close in both classes.

Watt Kawasaki's Thomas Merton heads the charge, taking full advantage of Robert Hamilton's misfortune during the last event at Ferns when he was involved in two first corner pile-ups which reduced his points tally. Third in the points table after taking his best result of the season so far, Ross Brown on a Solas Russell's Suzuki raced to a strong second place behind Merton during the final moto of the day around the well-prepared Ferns circuit.

While injury has played its part in denying championship glory to Wayne Garrett in the bigger bore class, the highly competitive MX2 Ulster championship silverware is still undecided. Two rounds and four motos remain and Wayne holds a slim nine-point advantage over the man on form, Robert Hamilton, who has had four back-to-back wins to his credit over the previous

two rounds. The lone Yamaha rider in the top five, Hammy is overflowing with confidence in both his G&G Ross-prepared machinery and his ability on the track.

Only six points separate AJ Bathroom KTM team-mates Jason Garrett and Davy Gorman while fellow KTM racer Gary Gibson could snatch the final podium spot as the Ballygowan rider has the speed to win races on his day. The title may be a two-horse race but this is motocross at its best – 100 points on the table and five riders with a mathematical chance of winning.

Which of the following does not fit in? Stock car raceway. Kart race track. Supermoto track. Motocross practice track? Nutts Corner is the perfect venue for all of the above and the fact that all these motorsports are run directly under the flight path of Aldergrove International Airport should surely alleviate the noise issues that run hand in hand with motocross? I'm not going into this in any depth as there are ongoing negotiations at the moment but as it stands J&R motocross circuit is at present closed until further notice.

Is it not time that the MRA and associates purchased or leased some land and invested in the future of our sport? If we don't have anywhere to practice we will see riders leave our sport faster than swimmers in shark-invested waters! Rant over!

Get well soon to Ian Beggs who had a big off at the Carrick two-dayer and while he required hospital treatment for a dislocated shoulder he is on the mend. Ian wishes to thank all the medical staff and Noel in particular for his care and professionalism during the incident.

Enough for this month – see you all at the races...

*Ross Brown's coming on strong as the season draws to a close*

*Stevie*



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MX1 / MX2 / MX2

### Round 6

15 August  
Farleigh Castle  
MX1 / MX2 / Vets

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Ivan Cervantes signature underlines Gas Gas' commitment to the 2010 EWC



## ON THE GAS GAS!

BY SIGNING EWC LEGEND IVAN CERVANTES AND KEEPING HOLD OF CHRISTOPHE NAMBOTIN THE SPANISH MARQUE ARE SHOWING THEY MEAN BUSINESS IN 2011...

Words and photo by Jonty Edmunds

If news of their recent signing of Ivan Cervantes is anything to go by then Gas Gas mean business in 2011. By bringing the four-time world champion into their team alongside recently re-signed '09 overall ISDE winner Christophe Nambotin it's clear for all to see that the Spanish marque certainly aren't going to be content simply making up the numbers in next season's EWC.

With genuine world championship contenders in two classes – Nambotin in E3 and Cervantes in E2 – Gas Gas will field their strongest ever world championship team. It's been a long time since the Paul Edmondson glory days when the Brit secured the '96 250cc two-stroke world championship for the Girona-based firm. But 14 long and largely titleless years later the Spanish constructor's presence on the international enduro scene looks set to increase dramatically.

In Ivan Cervantes Gas Gas have on their side one of the most successful riders of the last decade. Once an aggressive and inconsistent newcomer, Ivan has matured, won titles in all three classes and is now unquestionably one of the EWC's elite. He's also one of the world's best indoor riders, a hit with race fans all around the world and, well, he's Spanish – which means for the first time ever Gas Gas have a very real chance of winning a world enduro title with one of their own.

Signing a rider who for the last nine years has been a formidable member of the orange army is no trivial undertaking by Gas Gas. With riders more often than not ending their careers with

KTM when they've either spectacularly failed to produce the goods or simply run up too many years on their clock, Ivan – despite his EWC seniority – still has plenty to offer and many future titles to go for.

Christophe Nambotin is the quiet achiever of the EWC paddock. Night and day different to Cervantes' flamboyant character, Christophe prefers to let his results do the talking. Steadily improving each and every year he's been out of the juniors, topping the Portuguese ISDE overall last season put the Frenchman on the map and in part ensured he received the credit he deserves. Although yet to win a world title, Christophe is every bit as capable of winning as Cervantes is. Their combined title winning potential ensures a brighter light will shine on Gas Gas in 2011 than it has in a long, long time.

Gas Gas themselves have changed over recent years. Having chased the four-stroke dream like many other smaller European manufacturers, they've come back to what they do best – two-strokes. That's not to say that their future doesn't feature four-strokes, according to Ivan himself 2012 will see him on an all-new, all Gas Gas, 450. But for 2011 it will be the company's tried, trusted and proven two-stroke technology that will drive their world championship bids.

But there's a 'but' in the 'Cervantes to Gas Gas' fairytale. If Gas Gas are to become a world championship winning manufacturer in 2011 then many EWC followers believe their attention to detail needs to be improved. All manufacturers –

Japanese, European or otherwise – suffer mechanical failures and s\*\*t can happen to even the most experienced, well-funded and best-prepared teams. It's part and parcel of racing at the highest level. But were it not for some genuinely minor mechanical issues this year Gas Gas would be all guns blazing with two rounds of the world championship remaining in an attempt to beat David Knight to the E3 title. Instead, thanks to two DNFs, it looks like the runner-up spot is as good as it's going to get.

Gas Gas are putting themselves back on the map in 2011 in no uncertain terms. In reality they've never been away from the EWC but their presence in recent years hasn't been anywhere near as strong as it was back in the mid '90s. All that will change as soon as 2011 rolls around.

For Gas Gas to claim both the Enduro 3 and Enduro 2 world titles next year is a huge ask and one that KTM, Husqvarna, Husaberg, TM and a long list of riders will be doing their best to ensure doesn't happen. What's important as far as the EWC series is concerned is that Gas Gas are stepping up to the mark, wanting to better themselves. They're showing that they want success and that they're serious about achieving it.

Gas Gas might not have had the biggest presence in the world championship paddock in recent years but if things go the way they're planning then the Spanish manufacturer could very soon become a much bigger player in the Enduro World Championship.





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Contact: 01524 834066



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Show your allegiance to Travis and the crew by stompin' around your stomping ground in one of these awesome new Nitro Circus tees. With a wide range of styles to choose from – these four are just the tip of the iceberg – there's something to suit all tastes and that's including all you Jolene's out there. So slip n' slide down to your local dirt bike dealer today to get your hands on this autumn's coolest clothing brand.

Price: £19.99  
Supplier: madison.co.uk  
Contact: 0870 034 7226



## FOX RACING 2011 RACEWEAR

With some ultra-sharp styling these minty fresh new Vamplifier threads from Fox are the coolest thing to hit dirt bike shop showrooms in a long, long time. Featuring the awesome build quality and fit of all Fox Racing products this new design in the Platinum range is definitely well worth checking out.

And what about this totally new Proframe LC body protection system that is 100 per cent neck support compatible and comes with a removable back panel? That's pretty frickin' cool of course but nothing surpasses this V3 RC Monster replica Matte Black helmet that combines the highest levels of headwear performance available today and the boldest looks. I'm a fan!

Price: V3 helmet £175 Platinum jersey £45  
Platinum pants £140 Platinum gloves £30  
Proframe LC £75  
Supplier: foxeurope.com  
Contact: 0191 487 6100

## SIXSIXONE COMP BOOTS

Sixsixone motocross boots are Godfrey Wakker's most favourite footwear of all time and it's no surprise when you consider that their construction, look and feel is second to none! What is a surprise, however, is the price because these puppies are cheap – like the budge! Check out a pair because we promise you won't be disappointed.

Price: £129  
Supplier: oneindustrieseurope.com  
Contact: 01404 549696







## RIP N' ROLL SUMMER SUNGLASSES

Protect your eyes from all harmful UV rays with these aggressively styled pimpin' peeper protectors from the UK's #1 goggle manufacturer Rip n' Roll. No matter whether you're out on your push-rod or pumping iron down at muscle beach these sweet new sunnies are bound to get you noticed so get ahead of the pack and order yourself some...

**Price:** £39.99  
**Supplier:** ripnroll.co.uk  
**Contact:** 01483 857877

## O'NEAL 2011 HARDWARE VENTED RACE KIT

Highly underrated in the past, O'Neal racewear is among the toughest and longest lasting riding kit on this planet. And now thanks to the good guys at FLI distribution it's back in the UK – yay! Check out [www.oneal.com](http://www.oneal.com) to see the full range as well as some uber-hot bikini chicks on the model search pages who are sure to blow your mind if nothing else.

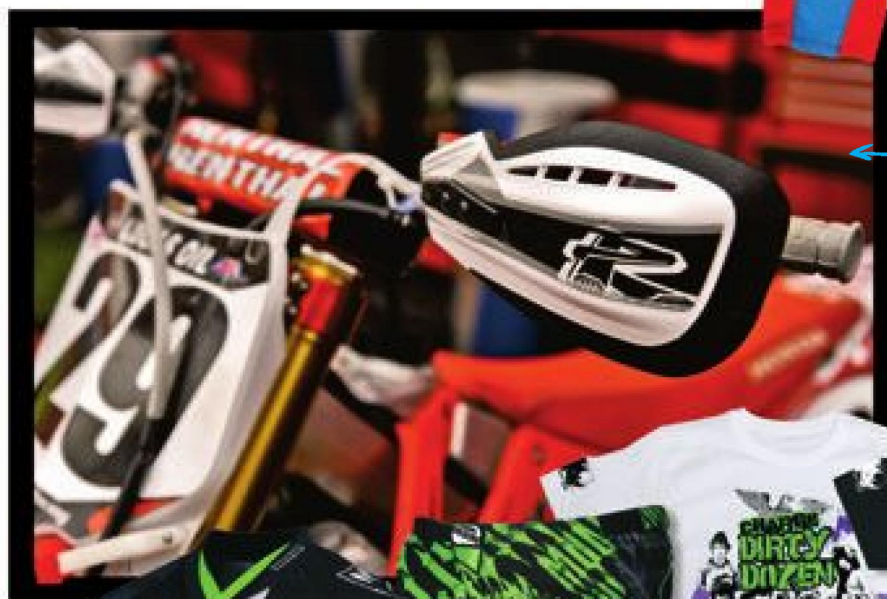
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## RENTHAL HANDGUARDS

Renthal's new moto handguards are designed to offer your hands protection against roost, rocks and ree ranches, raggy – rat's right Rooby Roo! Very light, adjustable and easy to fit these guards won't interfere with your controls and even come complete with optional red and blue graphics to really match your ride.

**Price:** £TBC  
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## MSR METAL MULISHA RACEWEAR

MSR and the Metal Mulisha have joined forces to design, develop and distribute the most badass motocross riding kit on the market today. The new range includes pants, jerseys, gloves, helmets and chest protectors that will all run aggressive Mulisha styling but be built to MSR's high specifications. Check some out now at [msrmx.com](http://msrmx.com) or your local dealer of course...

**Price:** TBC  
**Supplier:** Off Road Action  
**Contact:** 01282 473190



## CHARGE MX-INSPIRED TEES

Charge clothing are proud to present three new designs for the fall including this delightful Dirty Dozen doozy that features top British racers Tommy Searle, Carl Nunn, Mel Pocock, Jason Dougan, Kristian Whatley, Simon Lawson, Jamie Lewis, Stevie MacKenzie, Aston Bird, Elliott Banks-Browne, Ray Rowson and the Reverend Jake Nicholls. As well as looking pretty damn neat 10 per cent of each sale will go to the Wings for Life charity. Smashing.

**Price:** £22  
**Supplier:** [chargeclothing.com](http://chargeclothing.com)  
**Contact:** 07780 555365



## DIRT MAD!

**Etnies** First of all I want to thank DBR for this year's Dirt 3-2-1 – it was totally amazing. I heard about the event taking place in DBR and decided to go with a colleague and my two-year-old old son Archie who is totally besotted with motocross.

With our wristbands at the ready we set off with our caravan in tow on the Friday afternoon. Upon arriving at FatCat Motoparc we could see the Red Bull arch inflated over the supercross track and it was clear to me that this was going to be a weekend to remember.

After a good night's sleep Archie, Guy and I were ready for the day's events. We had a quick scout around the trade area – spending a fortune on Archie in the first 10 minutes – and went to watch the sprint enduro. What an experience seeing the big names struggling on the tyres and concrete tubes!

We tracked Gordon Crockard down in the paddock and he signed Archie's brand new MX shirt. Archie was over the moon and it wasn't long before he was sat on Gordon's bike with a big grin on his face. We then had an amazing couple of hours watching the supercross heats and the awesome final won by the USA's Ryan Blizzard! After a BBQ back at the caravan we went and watched the endurocross – another well thought out event with a track not for the faint-hearted.

The next morning we were ready for a full day of motocross. The sun was shining, the track looked brilliant and we knew we were in for a good day's racing. To sum this weekend up there is only one word for it – brilliant! – and it would make my son's day (and mine) if he was to see a picture of himself on the Crock Star's bike in next month's DBR!

Steven and Archie Fraser, via email

*Happy to oblige Steven – and glad your gang enjoyed Dirt 3-2-1, it makes all the hard work worthwhile...*



## YOUNG FAN

My son is two years old and a true Dirt Bike Rider fan. He looks at the magazine every day and even has it with him every night when he goes to bed. His brother races motocross on a SW85 and Alfie has a love for bikes too.

Every day he wants to sit on his brother's motocross bike and when he's not doing that he's playing and riding his toy bikes.

Even his favourite word is 'brum' (the noise of a motorbike)!

I think we have a future motocross rider here. **Kerry, Leicester.**

*And we reckon you could just be right there Kerry!*

## NEW RECRUIT

My name is Abi and I'm 17 years old. Having stumbled across Red Bull X-Fighters by chance a few years ago I immediately became hooked on all things motocross. But even after being interested for such a long time I've never been to an event or seen anything related to motocross other than Red Bull X-Fighters.

Last month I found the August edition of your magazine. It was a great way of finding out about riders and local events. Having received the free wristband pass to Dirt 3-2-1 I tried to get to Armthorpe for my first motocross experience but was unable to go. I was gutted. I then subscribed to DBR to make sure I'd continue to receive great info.

From the moment I discovered motocross I wanted to become a rider but knowing this is an expensive hobby I put off diving straight into it until I knew it wasn't just a passing phase. Now, all this time later, I've decided it's time to start my own motocross riding filled life and I was hoping you'd be able to help me.

What type of bike should I ride? How much

should I look at spending for the correct bike? What riding kit do I need? I haven't even learned to drive a car yet!

Thanks for reading my letter and I hope you can find the time to help me.

**Abi, York**

*So many questions Abi but we'll do our best to answer them. First off, doing it on the cheap you're talking around a grand for a halfway decent 125cc two-stroke and even then you're going to need a budget to run and repair it plus a few hundred quid for decent second-hand riding kit. And then there's getting to races if you can't drive. If you've never even been to a motocross your best bet is to try before you buy with an off-road school aimed at beginners just like you – have a look at [www.mxtryout.co.uk](http://www.mxtryout.co.uk) for more info...*

## INJURED AUTO

My mum's writing this on my behalf as I'm a seven-year-old auto rider. This is my first full season and I was getting better and better until my last club meeting on August 1. The first two races went well with 10th and 8th places but the last lap of the third race, while lying sixth out of a 32-rider line-up, I endo'd and came off.

In some pain I got back on and it wasn't until I went to jump the tabletop I heard a snap and that's when the pain really kicked in. I rode the bike off the track and down to the medics only to be told I had broken my collarbone. I'm now very, very fed up – not only was it the start of the school holidays so I can't do boy things and show off my MX injury to my school mates but I'll miss racing too.

Mum thought I would be put off by this but me and dad have other ideas – we've stripped my KTM 50 down, are having the frame powder-coated and will make it faster with racing reeds and a racing head!

To add insult to injury the hospital consultant made my mum feel bad like she didn't look after me properly – can't people who know nothing about MX realise MX riders do it because they love it and are not forced. Kids meet up at weekends, make new friends and don't get into trouble!

All ranting over and I'd like to say that DBR is fab and I was so proud when my photo appeared in the July issue (Club Sandwich – auto #20) – it's cheering me up to look through it while I'm out of action. Roll on September – not to go back to school but to race again!

**Nathan, Knightwick**

**PS** Get well to my mate Tristan – he broke his arm at the same meeting, on the same jump but the race before me!

*And you get well too Nathan – you'll be tearing up the track again before you know it...*

## GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at [rant@dirtbikerider.co.uk](mailto:rant@dirtbikerider.co.uk). All letters/emails must be accompanied by a full address. Oh and please don't send emails all in capitals. Cheers!

## LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our star prize – this month a pair of **Etnies Everton shoes**.





# FREE WITH NEXT MONTH'S DBR

## RED BULLETIN FOR EVERY READER

**R**ed Bulletin is the monthly sports and lifestyle title from Red Bull – and DBR readers will get the latest edition absolutely free with our November issue.

The 100-page magazine focuses on sport, lifestyle, art and culture and features internationally renowned journalists, photographers and illustrators. The magazine's motto is 'Beyond The Ordinary' and its mission is to bring to life the creative and adventurous world of Red Bull through spectacular photography and features. Cover stars have included legends from the worlds of rugby, kite surfing, snowboarding, Hollywood and FMX to name but a few.

The Red Bulletin is a global monthly publication, adapted to reflect different local cultures. The magazine first appeared in Austria, Red Bull's home, at the end of 2007 and is now also available in here in the UK, Germany, New Zealand, South Africa, Poland and Ireland.



© Denis Balibouse/Red Bull Photofiles

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## FIRST BLOOD TO ALEX!

With a special-test style circuit taped out across a flat field, through some woods and ending with an endurocross style man-made extreme section that features concrete pipes, logs and tyres all the smart money's on enduro rider Tom Sagar or general all-rounder Gordon Crockard to dominate the Sprint Enduro. But as early as lap one it's obvious we're in for a shock...

While Sagar sets a scorching time of just over four minutes dead it's actually Albion Kawasaki's Alex Snow who's fastest as he storms to a 3:58.7 while Alex Rockwell finishes second, exactly one second slower on his 250F MPS Husqvarna. Sagar's time ensures he's third while Nez Parker's fourth on the Proppa.com Honda as former trials ace Jonny Walker powers home to fifth with Crockard sixth some eight-and-a-half seconds slower than the fastest man.

The second lap sees most of the riders go a little faster and Snowy's no exception as he manages to take 3.3 seconds off his opening time to win this tour by almost four seconds over Rockwell and James Noble who gets through the extreme section right side up to prove that he too is on the pace.

But it's not just the motocross guys who suffer on the extreme section as it seems the random amounts of grip provided by sand covered logs can catch anybody out and it frequently does. But no matter how big a hash of this obstacle the riders make it doesn't seem to affect their enjoyment factor because there are big smiles aplenty in the holding area as racers recount their tales to each other – good times!

Steady on the opening two tours, Bryan MacKenzie pulls the pin for the third to win the lap by half-a-second ahead of Noble as Rockwell and Snow also sneak in below four minutes. Noble snatches lap four from MacKenzie and Matt Moffatt as Snowy crashes and hands over the overall lead to the ridiculously consistent Rockwell whose four laps so far have all been within a second of each other!

>>



Lee Edmondson tears up the FatCat course



Alex Snow wins the opening sprint enduro and keeps his momentum rolling all weekend to be crowned King of Dirt







# DIRTY DEEDS!

The festival of filthy fun that is Dirt 3-2-1 lands at FatCat Motoparc for a second year of off-road action and it's Alex Snow who rides away with the coveted 'King of Dirt' title...

Words by Sully Photos by Nuno Laranjeira

**“Y**ou should change the name of this place from FatCat to FatCamp,” jokes Gordon Crockard at the end of the first day of competition at Dirt 3-2-1. “We’ve been flat-out riding all day and I’ve not yet had the chance to eat – I must have lost about a stone in weight!” With four different race events squeezed into just two days of racing it’s true that 2010’s edition of Dirt 3-2-1 – which is proudly sponsored by Pidcock Motorcycles Ltd – keeps the racers busy but it’s not just hunger that’s a problem.

“My ass is raw,” reckons super-privateer Bryan MacKenzie. “This monkey butt is serious stuff, I swear. I really wasn’t gonna race today’s MX because it was so sore last night but I slept naked with my ass hanging out of the sheets to dry it out and I figured I’d at least give today a go. I’m glad I did too – I thought the track was sick!”

After a decidedly damp inaugural event in 2009 we decided to go all out

in 2010 to try and make Dirt 3-2-1 a huge success which meant teaming up with FatCat Motoparc again and the MC Federation to put on one hell of a show. With sprint enduro, supercross, endurocross and motocross going off all weekend the racing action is relentless but Dirt 3-2-1’s so much more than just a race event as there are a stack of trade stands knocking out bargains galore, 2011 bikes on display and even the chance for each and every non-riding visitor to try motocross with the Suzuki Test Ride squad.

“We saw it advertised in the local paper and thought we’d come along and have a look,” says 39-year-old plumber Dave Newman who’s brought his wife and two sons along to Dirt 3-2-1 with him. “We’ve seen motocross bikes on that Nitro Circus telly programme before and seen lads tearing around on the slag heaps but we never realised they had proper race events for them. The races have been great to watch and both my lads have had a go on the little Suzukis too – no doubt they’ll be

wanting bikes of their own now. Are there events like these happening around here often?” After I show him the What’s On listings in the back of a copy of T+MX he vows to return to check out a club meeting in the next few weeks.

One thing that becomes clear while speaking to Dave is the fact that organised MX, trials and enduro events are still a mystery to the average man on the street who genuinely sees our sport as ‘lads tearing around on slag heaps’. And that’s why it’s important that events like Dirt 3-2-1 and the Red Bull Pro Nationals continue to reach out into the local community and educate as well as excite the pants off anyone who’s curious enough to pop along and check out some off-road action.

While Dirt 3-2-1 partially acts as an information booth to anyone who wants to learn more about off-road motorcycle sport, the real reason the majority of folk are here is for the racing so let’s crack on and fill you in on what’s going down...







While Moffatt wins lap five on a 3:56.5, Rockwell sticks in a lap that's good enough for second to ensure he goes into the lunch break as event leader just ahead of Snow.

The break – or a break in the track marker tape perhaps – does Moffatt and Noble no harm as they both fire straight out of the traps to set their fastest times of the day on lap six. Rockwell washes out and loses around six seconds getting going again while Snow sticks in another consistent time to retake the lead.

Moff and Noble are again quickest on lap seven – separated by just .2 of a second for the second lap in succession although they're both around three seconds slower than the lap before. Hmmm. Snowy slaps in another good one to extend his lead over Rockwell who seems to be losing out on his enduroised TE250 against the out- and-out motocross machines as the course gets deeper and deeper.

Snow knocks out a quick one on lap eight to edge out Noble by half-a-second while Moff's third fastest some three seconds off the leader's pace. Parker fires in his first sub-four-minute lap of the day to edge into the top 10 overall after a disappointing opening half but it's probably too little too late as there's a big old gap between him and the riders in front – Jamie Law, Crockard and Sagar.

Snow's sitting on a seven-second lead in the overall standings although a major mistake could soon change that as Noble in second is still pushing very hard. By taking a full second out of Snow on lap nine the Proppa.com Honda star is piling on some serious pressure but Snowy stays cool as ice and pops in another good time on lap 10 of 3:56.6. If Noble can go faster than 3:50.6 the win is his but that would mean going at least half-a-second faster than he's managed so far.

As he heads into the woods for the final time it looks like he's on track to snatch the win but sometime between there and crossing the finish line 180 seconds later the Whitby warrior slips up and pops in a time that's over four minutes which means that Snow takes the win and James has to be content with second.

Third is still very much up for grabs though and Moffatt snatches it on the very last lap by going 6.6 seconds quicker than Rockwell to beat the Manxman by 5.4 in the overall classification – close or what! Behind them Bry Mac's fifth overall, Sagar sixth and Crockard seventh after rolling over the real J-Law on the very final tour.

## RESULTS

### PRO CLASS >>

- 1 Alex Snow
- 2 James Noble
- 3 Matt Moffatt

**Albion Kawasaki**  
**Proppa.com Honda**  
**Danger UK KTM**

### CLUBMAN >>

- 1 Lee Harris **KTM**
- 2 Mark Houson **KTM**
- 3 Stevie MacKenzie **Yamaha**

GC comes up short in his bid to win the King of Dirt crown



Clubman King of Dirt  
Jake Penny



Snowy tops the enduro sprint podium flanked by James Noble and Matt Moffatt





Viking visitor Eythor Reynisson is impressive but crashes out



## THE OTHER MXDN STAR...

Race fans at Dirt 3-2-1 are treated to a couple of Motocross des Nations team members in action over the weekend at FatCat Motoparc. Gordon Crockard needs no introduction as the Irish ace goes all-out to win the coveted 'King of Dirt' title but if it wasn't for commentator Nik Fisk, 17-year-old Icelandic team member Eythor Reynisson may simply have been the #11 KTM guy who dominated the first three Rookie SX races.

Eythor – or Ethos, Olaf or even Eeyore as Nik alternately refers to him as – is in the UK sharpening his skills with Rikki Priest and the young Viking laps up to second in two out of three afternoon Rookie races before spamming himself in practice for the evening's Pro programme. It's a big crash and the Icelandic MX2 champ is lucky to limp away with just a badly beat-up leg but it's still game-over for him as far as Dirt 3-2-1 is concerned.

"Today started well," explains Rikki. "We were a little bit undecided on what class so we put him in the Rookies just to get his confidence up – he's

never raced in the UK before so we didn't want to throw him in at the deep end.

"Putting aside the mistake that led to his crash he rode good. He kept his head, kept calm. I gave him a few pointers on line choice and attacking the whoops and the little things I asked him to experiment with during his races worked. He took them on board which is maybe easy to do when training during the week but harder to adapt to during a race.

"It's a shame the accident happened but that was down to his inexperience. During the Rookie races there was maybe two bike lengths from the preceding corner to the jump he crashed on but after a few laps with the 450s the berm had been dragged all the way to the face of the jump and that's why he crashed but it's a lesson he's learned."

For more information on Rikki's coaching activities and his MX Academy hook up your PC to [www.mxcoach.co.uk](http://www.mxcoach.co.uk)



## BLIZZARD BLITZ!

With the pro class racers still catching their breath after the punishment of the sprint enduro it's straight into some supercross action. It doesn't take the riders long to dial in the 45-second FatCat SX circuit with New York badass Ryan Blizzard and reigning British champ Crockard at the head of the pack in the timed session with the Proppa.com teamsters right there on the pace too.

In the opening 10-lap heat race it's Snowy who yanks the holey with Parker second and Blizzard third. Of the three it's the American who's showing the most aggression and on the second lap gives Nez a little love tap that skittles him over a berm and out of the race. A similar move four laps later sees the Meredith Suzuki star move into the lead which he holds until the chequers with Snow taking the second transfer spot.

Noble leads the second heat for a lap until Crockard makes his move. With the Ulsterman extending his lead out front, Law gets onto the back of Noble and applies some serious pressure. With several of the corners being 180 affairs that absolutely invite block passes aplenty it's no surprise that Law does Noble up the inside as the race starts to wind down but James fights right back, returns the favour and books his place for the Main Event.

The semi sees Nez Parker skittled once more as he locks bars with Law headed into turn one and goes down quite heavily. As Law leads the pack after holeshooting Parker picks himself up and starts a charge to try and claim a qualifying position but it's not going to be easy as there's all-out war raging for those three spaces as Carl Brogden, Callum Luxton, Rockwell, Moffatt and Bry Mac are also all trying to book their place in the 20-lap final.

Amazingly, Parker snatches fourth on the last lap from under the nose of Brogden to transfer to the Main along with the race winner Law, runner-up MacKenzie and third placed Rockwell – the defending Dirt 3-2-1 SX champion. After the LCQ adds Luxton, Brogden, Moffatt and Team REME's Kevin Murray to the line up it's all systems go for the final.

Snow scores another holeshoot and leads Blizzard, Law, Crockard and Parker into the opening lap but he's coming under all sorts of pressure from the American. On lap two Blizzard makes his move and blasts by Snowy out back before the #31 Kawasaki rider stalls it and loses two more places to J-Law and the Crock Star.

By the time Gordy has found a way past the Cumbrian Suzuki star on lap three Blizzard has pretty much checked out – such is his speed around the tight, twisty and technical track – but Gordy's not gonna let it go. For the next 16 laps Crockard works on catching Ryan and with two laps to go he's within striking distance, one lap to go he's all over the leader but being the gentleman he is refuses to go for a killer pass and has to settle for second – if only the Main were five laps longer, eh Gordy?

## RESULTS

### PRO CLASS >>

- |   |                 |                      |
|---|-----------------|----------------------|
| 1 | Ryan Blizzard   | Meredith Suzuki      |
| 2 | Gordon Crockard | PBM Kawasaki         |
| 3 | Jamie Law       | Lakeland Spas Suzuki |

### CLUBMAN >>

- |   |                |          |
|---|----------------|----------|
| 1 | Craig Maddocks | KTM      |
| 2 | Ryan Abrahams  | Honda    |
| 3 | Sam Crampton   | Kawasaki |

### ROOKIES >>

- |   |               |        |
|---|---------------|--------|
| 1 | Michael White | KTM    |
| 2 | Elliot Knox   | KTM    |
| 3 | Jake Penny    | Yamaha |

### BW85cc >>

- |   |                    |     |
|---|--------------------|-----|
| 1 | Scooter Webster    | KTM |
| 2 | Lauren Collingwood | KTM |

### SW85cc >>

- |   |                |          |
|---|----------------|----------|
| 1 | Joele Hart     | KTM      |
| 2 | Shane Sherriff | Suzuki   |
| 3 | Joshua Crook   | Kawasaki |

### 65cc >>

- |   |              |     |
|---|--------------|-----|
| 1 | Harry Kimber | KTM |
| 2 | Ben Burridge | KTM |
| 3 | Ryan Allison | KTM |

### AUTOS >>

- |   |                  |       |
|---|------------------|-------|
| 1 | Kian Collingwood | Cobra |
| 2 | James Hanscomb   | KTM   |
| 3 | George Mallion   | KTM   |



## DOUGIE'S REVENGE!

If there's one thing Dougie Lampkin won't tolerate it's being beaten and after only finishing fifth in last year's crash-filled Dirt 3-2-1 Endurocross epic the 12-time world champion is determined to grab gold in 2010. However, a busy schedule of trials demos and world rounds leading up to this event means the 34-year-old Yorkshireman can't spend any time at all on his enduro bike while cousin Ben Hemmingway – the 2009 champ – has been practising flat-out in preparation for the Saturday night scrap.

After a long day in the saddle many of the MXers decide to sit this one out with only Blizzard and the Crock Star giving this most specialised of sports a go. However, not even ultra-tough New Yorker Blizzard can hack this one and after spending most of the practice session on his head wisely decides to call it quits with all his limbs in one piece.

Crockard meanwhile has some solid endurocross experience under his belt and is not far off the pace. Along with Lampkin, the Hemmingway brothers Ben and Dan, trials rider turned enduro expert Jonny Walker and the wildest of the wild men Andy Cripps, the Ulsterman has to be considered a threat for the podium.

Lampkin wins heat one ahead of Ben Hemmo and Gordy while Walker wins the second in front of Ben's brother Dan and Wigan's Gary Daniels who just holds off Cripps as they cross the line which lines things up nicely for the five-lap Main Event.

When the gate drops it's Crockard who comes out swinging with Rockwell and Lampkin right there in his tyre tracks. While Crockard ekes out a small advantage on the supercross-style section Dougie takes total control when Gordy comes unglued in a jumble of logs and tyres. And although the PBM Kawasaki rider rights himself quite quickly he still finds himself third behind Lampkin and Walker at the end of the first tour.

Consistency is the key when it comes to endurocross and although Lampkin looks like he has everything under control and could hit the same good lines lap after lap he pops off a log on lap two and that's all the encouragement Walker needs to jump out into the lead. But it's a short-lived one as Dougie strikes right back and Crockard comes through to second as Jonny hits problems of his own.

As the riders enter the last lap Lampkin's a country mile ahead of Crockard, Walker, Cripps and the Hemmingways – then all hell lets loose. As Dougie crosses the line to take a fine victory Crockard gets stuck in the tyres which allows Walker through for second. Cripps's in third until he topples over exiting the very last obstacle before the finish-line jump which allows Ben Hemmo to jump over him as the Hacking Kawasaki rider remounts for fourth. But the drama's not done with yet!

When the official results are posted it transpires that Walker has been penalised 30 seconds for cutting the course – this moves the Cumbrian charger back to sixth place in the results and he's not happy about it! But after leaving the confines of the course in the exact same spot and missing out the same obstacle two laps on the trot it's kinda understandable why the MCF clerk of the course would feel the need to penalise Jonny and the results stand.

The Clubman class Main Event is an equally hard fought affair and dominated by James Reeves who leads 49-year-old super-veteran Craig Parkes and young gun Reece Morewood – on his two-speed KTM – across the line in a five-lap battle that sees more crashes than you can shake a shifty stick at. A super-special mention must go to the super-special Sam Turner who manages to get in all sorts of shapes on the BrokeFMX.co.uk Suzuki but somehow remains uninjured for the second year in a row.

**Ryan Blizzard comes unstuck**



**After a crash-filled Clubman endurocross it's James Reeves who runs out winner**



**After an action-packed opening day this is the only sort of spare tyre Gordy's got to worry about...**



**Sam Turner in a rare moment of control**





After missing out last year  
Dougie Lampkin makes no  
mistake in 2010



## RESULTS

### PRO CLASS >>

- 1 Dougie Lampkin
- 2 Ben Hemingway
- 3 Andy Cripps

Beta  
Eurotek/FatCat KTM  
Hacking Kawasaki

### CLUBMAN >>

- 1 James Reeves
- 2 Craig Parkes
- 3 Reece Morewood

KTM  
KTM  
KTM





## PARKER POWER!

Sunday at Dirt 3-2-1 is all about Dirtbikebitz.com sponsored motocross race action and with a completely revamped FatCat race track to rip up the riders are salivating at the chance to turn in some fast laps. As soon as practice begins it's obvious that the all-new rhythm section is gonna be a firm favourite with the fans as well as the riders and this particular section of track keeps everyone on their toes all day.

As the pros hit the circuit for their timed qualification session it's Parker who lays down the time to beat with a super speedy 1:38.672 but all eyes are on Blizzard who's doing his best to triple through the rhythm section. Behind Snow – whose fastest lap gives him second gate pick for the two motos – less than a second separates the next six riders which means we're in for some fast and frantic racing.

When the gate drops for the first 25-minute moto it's comeback kid Jack Rowlands who takes the holeshot with Kevin Wells, Snow and Rockwell right in there too. The Manxman gets a bit squirrely and loses some drive and positions which allows Law, Noble and Luxton to come powering by.

At the end of lap one the running order is Rowlands first while Snow's second ahead of Wells, Law, Noble and Luxton who makes a big move on the Proppa.com team leader at the end of the rhythm section only for James to come right back by. Parker's 10th and King of Dirt points leader Crockard is 13th ahead of Blizzard, MacKenzie and Kristian Whatley who are battling tooth and nail deep in the pack.

After a couple of laps out front Rowlands relinquishes the lead position to Snow who now has Law for company. As Jack continues a downwards spiral through the pack, Parker powers through to third as MacKenzie – who's undoubtedly the fastest man on the track – charges to fourth with Blizzard in tow.

Two laps later and Nez is second, five laps more and he's in the lead as Snow, who is in prime position to take the King of Dirt title, takes a look at the bigger picture and realises that Parker's not really in the points chase. And that's how it stays until the finish with Parker taking the win, Snow second and MacKenzie third.

There's carnage at the start of the second moto as MacKenzie and fellow Scot Gavin Robertson get all snarled up in turn two and go down hard. That's still further than Crockard gets though as his rad cap blows off halfway up the start straight soaking the unlucky Ulsterman in steaming hot coolant. With Crock headed back to the pits for a Oreplacement the King of Dirt title looks to be headed Snow's way if nothing too strange happens during the rest of the race.

Parker leaps out into an immediate and insurmountable lead as Law and Blizzard battle for second ahead of Snow and Whatley who are going at it just as hard. While Blizzard will eventually better Law and Whatley get the upper hand over Snow all eyes are on MacKenzie who's again the fastest man on the track and turning heads as he charges from outside the top 15 to eighth at the moto's end.

With little in the way of passing going on in the closing moments the second half of the moto is a bit of a snoozer with the final result being Parker first ahead of the Suzukis of Blizzard and Law and the Kawasakis of Whatley and Snow. Overall Parker takes the win with maximum points while Blizzard's 4-2 outscored Snowy's 2-5.

Nez Parker runs away with the motocross



Jamie Smith leads the field through the new FatCat rhythm section



## RESULTS

### PRO CLASS >>

- |   |               |                  |
|---|---------------|------------------|
| 1 | Nathan Parker | Proppa.com Honda |
| 2 | Ryan Blizzard | Meredith Suzuki  |
| 3 | Alex Snow     | Albion Kawasaki  |

### CLUBMAN >>

- |   |                 |        |
|---|-----------------|--------|
| 1 | Kevin Murray    | Yamaha |
| 2 | Danny Kidd      | Yamaha |
| 3 | Ashley Crossley | Yamaha |

### NOVICE >>

- |   |              |          |
|---|--------------|----------|
| 1 | Matt Readman | Kawasaki |
| 2 | Paul Ash     | Kawasaki |
| 3 | Sam Mason    | Kawasaki |

### ROOKIES >>

- |   |               |       |
|---|---------------|-------|
| 1 | Ben Halfpenny | Honda |
| 2 | Harry Snow    | Honda |
| 3 | Michael White | KTM   |

### BW85cc >>

- |   |                 |     |
|---|-----------------|-----|
| 1 | Dan Whitehead   | KTM |
| 2 | Scouter Webster | KTM |
| 3 | Jake Feetham    | KTM |

### SW85cc >>

- |   |                |     |
|---|----------------|-----|
| 1 | Will Jeonney   | KTM |
| 2 | Oliver Benton  | KTM |
| 3 | Jack Edmondson | KTM |

### 65cc >>

- |   |              |     |
|---|--------------|-----|
| 1 | Harry Kimber | KTM |
| 2 | Ben Burridge | KTM |
| 3 | Ryan Allison | KTM |

### AUTOS >>

- |   |                 |     |
|---|-----------------|-----|
| 1 | Harry Edmondson | KTM |
| 2 | Eddie Wade      | KTM |
| 3 | Robbie Scott    | KTM |

Snowy, Bry Mac and Blizzard shoot the breeze







## SNOW BUSINESS!

With a whopping first prize of £1000 on the line it's not surprising that some of the UK's leading off-road racers turn out to Dirt 3-2-1 to try and pick up the Off-Road World King of Dirt title that's awarded to the rider who scores the most points over the entire weekend of competition.

With riders being allowed to drop one score from five the majority of the motocrossers – aside from Gordy Crockard – decide to skip the endurocross altogether which means they have to go balls-out in every other discipline to be in with a chance

of securing the win.

In the end it's Alex Snow who secures the title by winning the sprint enduro and then riding consistently strong throughout the weekend as those around him fall to pieces. "This weekend's been quite different to normal," says Alex. "We got to try some different things and also ride supercross again which was fun even though it's been a while. Coming into this event I had my mind set on taking the King of Dirt title and so it's great to be taking it home with me – along with a much fatter wallet!"

Off-Road World King of Dirt awards are also up for grabs in the youth and amateur divisions where Jake Penny (Clubman), Michael White (Rookies), Scooter Webster (BW85cc), Joele Hart (SW85cc), Harry Kimber (65cc) and James Hanscomb (Autos) all pick up the prestigious titles.

## OVERALL CLASSIFICATION

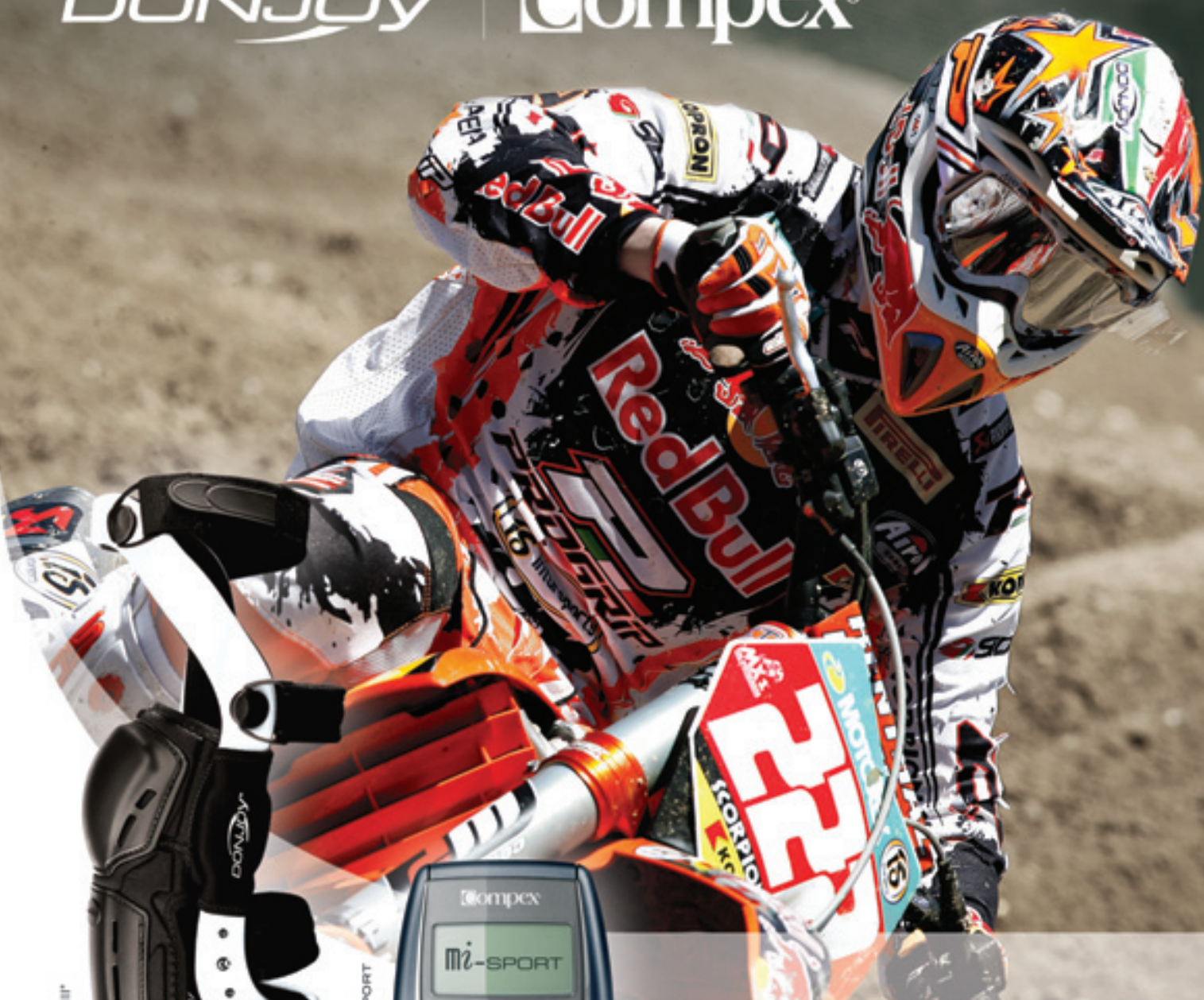
1	Alex Snow	Albion Kawasaki	45+39+0+43+37=164
2	Nathan Parker	Proppa.com Honda	32+37+0+45+45=159
3	Ryan Blizzard	Meredith Suzuki	26+45+0+39+43=153
4	Jamie Law	Lakeland Spas Suzuki	33+41+0+37+41=152
5	Gordon Crockard	PBM Kawasaki	34+43+39+35+28=151
6	Bryan MacKenzie	Horseman MX Kawasaki	37+34+0+41+33=145





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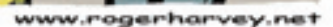
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## 189





# PANDA POWER!

**THE NEXT BIG THING IN BELGIAN MOTOCROSS, CLEMENT DESALLE – AKA THE MX PANDA – HAS EARNED A REPUTATION FOR BEING AGGRESSIVE WITH HIS RIVALS ON THE TRACK AND ELUSIVE WITH JOURNALISTS OFF IT...**

Words by Nuno Laranjeira Photos by Nuno Laranjeira and [suzuki-racing.com](http://suzuki-racing.com)

**I**t's no wonder that pandas are an endangered species. In the wild deforestation means their habitat is steadily shrinking while in captivity we all know how they struggle to get, er, their funk on in zoo-based breeding programmes. But even rarer is the MX Panda – in fact, there's only one of him – and it's looking more and more certain that he'll become extinct in Europe as he chases his American dream.

Clement Desalle already has a good track record in the US. A third in the first moto in Washougal last year, third overall at the 2010 GP at Glen Helen and second overall in Unadilla a weekend after our talk in Loket has got to have made a good impression on the AMA teams – and that's just what the 21-year-old from the Walloon region in the south of Belgium is after...

Despite his stellar Stateside form it's going to be a big challenge if and when he makes it to the US but, then again, Clement has never had

everything presented to him on a plate. Back in 2006 when he was racing GPs for Kurz Suzuki his parents had to make an extra effort to support him as he only had the bikes from the team. It was hard for the youngster too as he was constantly on a plane every Sunday after the GPs in order to finish his course in general mechanics – at the time the only 'clause' his father imposed on his first foray into the world championships.

Desalle is passionate about motocross. A fan. When he embarked on his first AMA adventure at Washougal last year he asked his childhood hero Chad Reed for a shirt. The next day Clement was banging bars with the Australian on the track. And the MX Panda likes to bang bars – earning himself a reputation as an aggressive rider who gives and expects no quarter.

Desalle says that every time he goes to the US he improves his English – something he needs to do

if he's to shed his reputation as a tough interview subject whose 'no comments' don't always endear him to the media when journalists ask about delicate matters such as what his plans are for 2011.

Of course, his blunt approach to probing questions is not purely down to the language barrier – the Desalles are a close family well-known for keeping their cards close to their chests. In fact, they could at this very moment be packing their bags to move to the US but you would only know that if your surname is Desalle...

Coming home a brilliant third in the world last year as a privateer with LS Motors Honda, the family team set-up worked perfectly for Desalle. So why did he then leave for Suzuki? Could it be possible that the man who doesn't like to talk about the future always had a plan, a plan that could possibly involve the ultimate Belgian/American/Suzuki connection – Roger De Coster? >>





*An FIM bronze medal winner last season, Desalle has adapted quickly to a factory team and is set for silver in 2010*







Grabbing the holeshot in his qualifying race in Germany

Anyway, enough speculation – we wanted to get some hard truths straight from the MX Panda's mouth, although his initial warning that "I can't speak about things that didn't happen yet..." didn't exactly fill us with hope that the Teka Suzuki star was about to start pouring his heart out anytime soon...

**DBR:** Why did you start in motocross, when did it all begin for you?

**CD:** "My dad used to ride so I remember motocross being part of the family since ever. I had a small motocross bike in the garage and I was always in the garden riding it. I was only 10 years old when I finally went to a real track."

**DBR:** Why is it you've side-stepped the 'traditional' route of starting on a 250F before progressing onto a 450, preferring to stick with the big-bore bike right from your start in GPs?

**CD:** "What happened was that back in 2006 when I had the opportunity to ride for Kurz Suzuki in the German SX championship and had all that power on a bike I loved it immediately and I was only 16 years old. It's the engine power that attracts me to it I think, I just need to adapt my style for the supercross

so I won't have any surprises."

**DBR:** You've chosen early in your career to opt for more technical tracks like the ones in the French championship and then you found yourself competing in the German series. Has your French side influenced you or was that part of a strategy to become one of Belgium's best hardpack riders?

**CD:** "At the beginning my dad told me that I should always ride different tracks and we always switched tracks during that time. We could go to a sand track but because we are close to the border we could easily get to the hardpack and faster ones – he always said we could go everywhere."

"The problem at the time was that I was still in school so we travelled sometimes 800km and Monday I had to be back at school again. He said that if I could still study and do motocross at the same time why should I stop? So I did the best I could at school, passing all the exams although I didn't like it much. I'm glad I finished my general mechanics course so I would always have something to hold onto if the motocross has no future for me anymore or if something bad happens."

**DBR:** How have you found your first year on a factory team?

**CD:** "Being in a factory team for the first year means that I'm having new stuff to learn so I can't even compare with my team from last year as here it's all very different. The support we get is different – we don't have to wait for that special part we asked for. I'm really pleased with the bike they gave me but motocross is a combination of many things so I also have to do my part to make things better. Sometimes we have different opinions about the preparation of the bike but in the end everything turns out good. It's the factory team so I can also have a bit more comfort financially."

**DBR:** And are you still having fun on the bike or do you feel a bit more responsibility?

**CD:** "I sure do have fun – the day I wake up and don't feel like going to practice I'll just stop riding. I think that in life you should do what you love and live happy with that – it's the only thing to do. At the beginning of the season I put some pressure on myself but only when I wasn't sure how things were going to work with the team but I soon adapted well with the support of my father and family. I cannot work with pressure >>>





## THE SISTER

CLOE DESALLE >>

*"I'm totally biased of course but I think he's such a good guy – he always thanks us [the family] for everything. He's really hard on himself and he's very mature about his decisions although he never forgets to have fun in the process. He never likes to make any prognostics about the future, he usually only thinks about the next race and that's why step-by-step he's been getting better results."*

*"We've been following him on every GP so it has also been hard for us as a family – we have our jobs waiting for us every Monday. There are so many things going on in the backstage that people don't see so my brother worries about us because as a family we're also part of his team. It took us all a lot of effort before he became a factory rider – my father always gave him advice about the choices he made in his career. We're very close as a family so this becomes one of the rider's essential strengths."*



## THE MX JOURNALIST

JURGEN SCHROOTEN >>>

*"As a rider he's surely the best we have in Belgium at the moment, no doubt about it – if we'll have a future world champion it would be Clement. I don't think the others are capable of doing it anymore like Ramon, Strijbos or De Dycker..."*

*"Clement is talented and he's a fighter on the track but to our [Belgian journalists'] surprise he's not the friendliest guy to ask questions, he just doesn't like the media. He's a motocross rider and he wants to race, he doesn't care about anything else – I just think that he should understand that media and sponsors are a part of the job."*

*"He needs to know that the sponsors are paying the team and the team is paying him and that this is all part of the game. I don't know why he's not playing his role. When we're asking him questions he's always very short on his answers and says things like 'that's a stupid question!' I had an interview over the phone with him and he went well for 20 minutes but when I started to ask him more difficult stuff he just stopped answering.... We're not only here to bring the nice stories."*

*"He's still young and I know it's not the best part of the job but if he wants to go to America he has to start dealing with the press and sponsors..."*

PANDA  
POWER



and sometimes I need to send this message to the people around me as a reminder..."

**DBR:** You've proven that after Cairoli you're the man to beat this year – is this enough for you or do you still want to be champion before you leave for the US?

**CD:** "I want to go to the US but I don't want to go like crazy because some guys just want to go and do it the wrong way. I want to go with a plan, that's why I've been going over there before to see how things work and then maybe one day I can go. I would love to be MX1 champion of course. If I can win GPs why can't I be champion also?"

**DBR:** So how are you going to beat Cairoli?

**CD:** "I don't like to see him winning because I've shown that I can be faster than him but every rider is different. He's very strong on the bike and fights until the last second. There are things

I have to learn again since I came to Teka Suzuki so first I need to know better myself in order to find out what are my adversaries' weak points."

**DBR:** How about Nagl and the KTM – they seem unbeatable off the start? Is it the rider or the bike?

**CD:** "I think it's both! He has a good technique and the bike is good. I showed them in the Teutschenthal qualifying race that I can take a good start, however, I know I need to improve."

**DBR:** Last season your riding style generated some criticism in the paddock but this year you look less aggressive – are you being well-behaved now you've got a factory ride?

**CD:** "No, I wouldn't say that! From what we can see on the TV it's often me and Philippaerts, the aggressive guys. We have the reputation but that doesn't worry me, I kind of like it..."

I just try to make my way past and be the fastest on the track. I'm not thinking I'm being aggressive – I just do what I feel at the moment."

**DBR:** Do you know the Suzuki better now?

Have your results improved with the changes you made on the bike?

**CD:** "I haven't changed much stuff on the bike – I think it's me who got better [laughs]! I can ask to change some settings once in a while but after I get it right I don't go back to it anymore."

**DBR:** Do you get to practice with the team or are you still practising with your father?

**CD:** "I don't usually ride with the team, sometimes between the GPs I ride with the MX2 guys. I continue to practice with my father and also with some friends who just show up at the track – guys who like motocross, not professional riders."

>>

*The Belgian has made no secret of his desire to race in the USA*





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## THE BOSS

SYLVAIN GEBOERS >>

**DBR:** How is it to work with Clement?

**SG:** "Clement is a great boy to work with – he's intelligent and knows what he wants. He might not always be the easiest rider to deal with for the outside people but for the team it's great to work with him. He answers all our questions and he's open about the things we talk about. It's a really good relationship and I believe we can build up something for the future with him – to be able to be world champion."

"He is quite young and it's the first time he works with a factory team so he's presented with options to improve the bike and that's not so easy for him but he's open to try and select what suits him best and this is good enough for us. We cannot expect more from him at this stage, we are greatly satisfied with his performance."

**DBR:** Can he beat Cairoli more often?

**SG:** "If he makes only a little bit more progress for next year I believe that and already in some races he shows that he can be a faster rider than Cairoli, he just needs a little bit more of experience, like not using all the bullets in the first part of the motos and save himself a bit more for the final. He's learning and he will come up with much better results than he's having now – he's second in the world championship which is already great."

**DBR:** Is he going to be leaving Teka Suzuki for the De Coster team?

**SG:** "No, we still have one more year of contract with him and going to Unadilla was his request. I know that he loves to go there and have a taste of the racing in the US so why shouldn't we offer him the opportunity if we have such good cooperation with Roger De Coster's team... We can handle that, we're supporting him the best we can so I think this is the best offer we can come up with – going there in the best possible conditions because the American Suzuki team is winning at the moment."

**DBR:** You've always been a big fan of the American MX scene and I think your riding style reflects that. Will you feel better in the American championships, like it's where you 'belong'?

**CD:** "I don't really take notice of my style while on the bike, if I look somehow like the Americans then it could be the influence of all the videos I've watched so far – they look cool out there, maybe that has grown on me? I know I feel good riding my way."

**DBR:** What do you think about the AMA Nationals?

**CD:** "I like the tracks mostly – they're fun to ride, there are so many lines to choose from. I like the American culture also so that contributes for me feeling good while there. The racing is not better than the GPs, it's just a different race style and the first two laps are mental! You feel so much pressure and the fighting it's unbelievable..."

"After what I experienced last year I would only go back if it is on a good team. I won't do things like I did when I went to Washougal – the guys who got me Ryan Clark's training bike showed me a frame and said 'that's your

bike there'. This was five hours before the end of technical control and the engine was still coming by plane so I was panicking! I helped my father putting it all together and we eventually built it just in time."

"That was a really good experience I had because I was in charge of everything. I rented a campervan, bought the cheapest flights I found and just went there to do my thing, I'll never forget it. It was a life experience for me and my dad was very proud."

**DBR:** If you get a great result at the end of this year in MX1 but an American team offers you a great deal would you go?

**CD:** "I can only go to the US if it is a Suzuki team – it has to be yellow because of my contract..."

**DBR:** What do you want in your life, what are your dreams?

**CD:** "I want to continue making my living out of motocross which I love and that is a dream. I have also a silly dream – a 'panda' one – to be able to swim in a large Nutella swimming pool [laughs]..."





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# PIPECLEANING!

GO EXTREME WITH GORDY...

WORDS BY **GORDON CROCKARD** PHOTOS BY **SUTTY**

**W**ith three British Open titles and four GP wins to his name, Gordon Crockard is a bona fide motocross legend – and now he's sharing his secrets with DBR readers. Every month the Crock Star will run through an essential technique for everyone's racing repertoire – this month he's getting all extreme on us with a step-by-step guide to tackling monster pipes. And when you've read and digested his seventh lesson hook up to [www.dirtbikerider.com](http://www.dirtbikerider.com) for a video demo of how to do it...



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"The approach to this concrete pipe is not visible in the photo although you can work out from the angle of the bike that it is a little steeper than the rising ground you can see in the foreground of the shot. The dirt is quite grippy so getting traction to make the bike wheelie was not a stress. As it was dry weather on the day it made for the concrete pipe to have maximum traction available also.

"On my stock gearing ratio 450 I was using first gear – second gear would be possible too but a much higher risk of stalling the motor would then be the case so first is much safer.

"As you can see from the photo, you must be stood on the pegs for the entire duration of this obstacle. I also suggest covering your clutch lever with one finger as a precaution for killing the drive to the back wheel. There is no need to cover the front brake lever in this instance.

"The crucial key to making it up onto the top of the pipe is hitting it three-quarters of the way up its face with your

front wheel. If you hit the pipe with your front wheel too low then you'll likely crash or go over the bars. If you hit the pipe with your front wheel too high then you'll smash into the face of the pipe with the bottom of your frame rails or engine casings and the bike will fail to travel upwards onto the top of the pipe.

"Like I said, this is the crucial part and it's vital that you pay attention to hitting your front wheel into the correct area of the pipe face. When you do this you must be accelerating and having the bike driving into and up the face. It's important to calculate your speed so that you have enough momentum to carry the bike up onto the top but it's also important that you aren't carrying excess speed as that will fire the bike too high up into the air.

"The bike will actually jump up and come down to land on the back wheel on the top of the pipe. It is very important to squirt the throttle whenever the back wheel comes down – with the throttle being on you blip forward off the pipe

and towards the ground on the other side. Too much throttle may cause a loop-out problem depending on the grip available. Too little throttle and the front wheel will drop and pull you forward and perhaps totally over the bars.

"You can see in the sequence that I have my bodyweight right to the rear of the bike at this stage of the exercise. This is to ensure the front wheel doesn't drop down and to aid the rear tyre getting grip on the concrete pipe when I want it to wheelie off it.

"As soon as you are back on solid dirt you can give the bike full gas and get to the next section of the course as soon as possible. Good luck, always take care when trying new techniques and don't be doing this at your local builder's yard or B&Q wholesalers!"

For video footage of Gordy's monster pipe technique go to [www.dirtbikerider.com](http://www.dirtbikerider.com)



Swiss former champ  
Mat Rebeaud



# X FRIGHTENERS!

**SHERWOOD WINS, MADDO BAILS AND VILLA GETS UP CLOSE AND PERSONAL WITH THE FANS AS HEAVY RAIN ENSURES PLENTY OF SKETCHY MOMENTS AT BATTERSEA POWER STATION...**

WORDS BY JEFF PERRETT PHOTOS BY RED BULL

**W**ith the weather playing havoc and a couple of the riders biting hard it's high voltage rock n' roll FMX at Battersea Station as the Red Bull X Fighters certainly doesn't pass without incident. After an incredible amount of promotion and media across good ole London town and the rest of Blighty it's fair to say plenty of people know what's happening on August 14. To their credit Red Bull have really stepped the X Fighters up this year and it's clearly becoming a global sporting phenomenon.

A sell-out 28,000 crowd highlights the magnitude of the event with thousands more wanting to get their hands on tickets which rapidly become like gold dust leading into the event. No question about it, the Red Bull X Fighters are certainly drawing attention to our passion of dirt biking more than '80s trials show 'Kickstart' ever did – even though the DBR editor's infamous crash fast-tracked him to superstar A list celebrity status!

The X Fighters is the closest thing dirt biking will ever get to a huge stadium rock n' roll tour – the simple fact that it required the largest temporary seating structure ever built in the UK with a capacity of 10,000 tells you that Red Bull are more than serious about this series. It has after all already visited Mexico City, Egypt, Red Square in Moscow and Madrid's famous bull ring

and although Battersea Power Station isn't quite as historic and mystic as the Pyramids it's still an amazing setting as it's transformed into an urban playground for some of the world's best FMX riders. The lighting, sound equipment and pyrotechnics are immense and on a par with the kit you'll see at a major music gig or festival. Good job too because the riders are definitely portrayed like rock n' roll stars with several of them opting for the rock n' roll lifestyle too!

There's a sense of debauchery backstage at the X Fighters as the stars lay on the show out front and that continues onto the aftershow party – and that's what this event is really about. It's entertainment for the masses and that includes celebrities like Amir Khan who's blown away by it all every bit as much as the hardcore fans and general public. And why wouldn't he be? If you're looking for a good night out and social experience it's one hard not to enjoy – unless you get hit by a stray X-Fighter but more on that later...

Of course, not only does Battersea Power Station look completely different to the Pyramids it also experiences a very different climate and once again the temperamental British weather gives the organisers a major headache. Friday practice is delayed as the rain starts to fall and the riders look restless as they deal with the mass of media interviews lined up for them while they wait around ready to get to grips with the insane looking course. >>

*Battersea Power*



x fighters

**Defending champ  
Nate Adams closes the  
gap on Andre Villa but  
is out-gunned by  
Levi Sherwood**

© Jörg Mitter/Red Bull Photofiles



**Levi Sherwood shows off the flexibility of a 14-year-old Romanian gymnast as he flips to victory at Battersea**



Eventually the clouds part long enough for them to get out and start getting into it and it's not too long at all before there's the first real talking point. Australian Robbie Adelberg gets it all wrong in what turns out to be his first and only practice run and slams hard into the ground. Not the best of starts as the other competitors try to blank it out and get the course dialled in their own heads but it's an uphill struggle to do so as the clouds roll over and it starts to rain again.

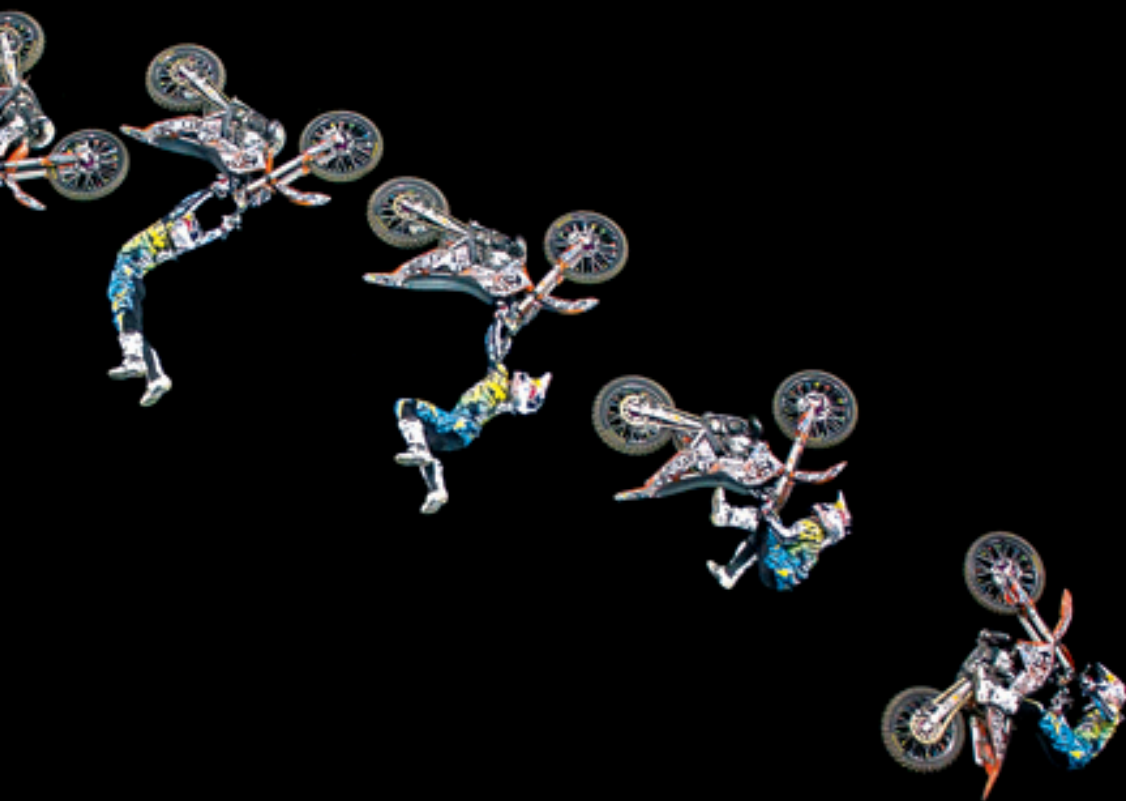
The ramps and course are covered over as quickly as possible like a scene from down the road at Wimbledon as the riders disappear back into the belly of the iconic old building. They're not to be seen on the course again for the rest of the day.

The qualifying is pushed back to Saturday morning and luckily it goes off okay but, again, not without incident. This time Adelberg's fellow Australian Robbie Maddison batters himself senseless in his qualifying run. 'Maddo', who was lying second in the standings coming into Battersea, goes to pull off his new signature move – 'the Volt' body varial – but doesn't get it back and bites hard, ringing his bell, cutting his face and jarring his neck and shoulder badly enough to force him to sit out the Main Event. His fellow competitors and friends look worried and they also have concerns about the state of the course after the rain – and those concerns are about to worsen.

With the rescheduled qualifying out of the way the weather forecast isn't looking good for the rest of the morning and there's a very realistic chance that the big show may be postponed until Sunday. >>



*Levi She*



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*Levi She*



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**Inverted Spaniard**  
Dany Torres makes it as  
far as the semis



© Ian Roxburgh

## BIT FROM THE BRIT SWAMPY MISSES THE CUT...

As the sole British rider to compete in the Red Bull X Fighters we felt it was only right to catch up with Chris 'Swampy' Birch to get his take on it all. Unfortunately for Chris the evening programme was cut down to just eight riders because of the weather and he never made the cut to get the chance to perform in front of his home fans. Here's what he had to say...

"It all came down to qualifying and if I'm honest I didn't treat qualifying as qualifying because I knew I just wanted to get out there and work the crowd which would've given me a lift. I had a lot more to give and my qualifying runs were s\*\*t anyway! I missed out on a practice run and I wasn't hitting all the jumps on the course.

"We had another practice run after qualifying and then I hit the other two jumps which were the two 85 foot dirt kickers and then once I did that I could build my complete run for the evening competition. I felt it would've been a good run, I had some backflip variations in there which I knew I had to do and I was going to go all out to whip the crowd up to do my best to get the 100 points for crowd reaction and showmanship and use my home advantage but I never got the chance.

"I've learned so much from last year and the whole event was easier. You have to take your downtime when you can at the X Fighters because the media interest is so immense – especially with me being the only Brit – but it didn't affect me as much as it did last year. I'm just disappointed that I hurt my heel the week before and missed that practice run and then it kind of all went wrong from there. I was disappointed not to ride but also relieved that at least everyone that came there got to see some riding because it's obviously good for the sport because at one point it looked like nobody was going to ride at all.

"The personal disappointment was that I never got to do my 90-second run on the night because in qualifying if everyone had of rode their best there I still would've finished 12th in my opinion but come the run the crowd play such a big part in the judging and I may have been able to have used that, we'll never know. I'll have to wait until next time. For me it's just great to be a part of it and be recognised on that kind of stage.

"I'm now training with Andre Villa and just trying to improve my game in the hope that I can do more of this kind of thing. If I'm healthy enough I'm going to be filming with Andre for On The Pipe 6 down in Spain so it's all cool."

**The conditions stop**  
Nate Adams from  
running through his full  
repertoire of tricks



© alexschelbert.de/Red Bull Photofiles



© alexschelbert.de/Red Bull Photofiles

It's a tough call for the Red Bull crew and all concerned and they give themselves until 3.30pm to make a public announcement as to whether the show will go ahead.

Thankfully, when the call is made it's full speed ahead – game on – but shortly after the official announcement the big man upstairs sends down another torrential downpour to literally pee on everyone's fire. It's not enough to put it out though and with the official announcement made it has to continue as the crowds are already flocking in to see the action. By now the riders are having kittens about the state of the course and take some convincing to get out there and strut their stuff as the ground softens up.

After much deliberation and with a packed-out arena waiting to see the show kick into life the riders come out for their warm-up runs and a small section of the crowd gets more than they bargained for. Series leader Andre Villa over-jumps the big dirt mound, lands in the middle of the course and whisky throttles his bike of the side of the next dirt take off, launching himself and his bike straight on and directly into the standing fans.

It's more than a sketchy experience for all involved and while Villa gets up immediately – although in obvious pain – some of the fans look in pretty bad shape. Thankfully, no-one is in a critical condition although for a while it looks like a crime scene.

Once everyone is back on their feet the crowd go nuts and seem even more fired up for a big dose of X-Fighters. Villa on the other hand is gutted he's out for the night and has taken some fans with him in the process.

After the inevitable delay the clock is clicking faster than ever and it's way past the scheduled start time so the quarter finals finally get under way around 10pm. It's clear that the rain and crashes are playing on the riders' minds as they tend to stick to certain jumps and opt to go from ramp to dirt more than dirt to dirt. But it's enough to get the atmosphere fired up and everyone is then looking to the semis which see Spaniard Dany Torres up against 'The Destroyer' Nate Adams and Kiwi Levi Sherwood duking it out with Mat Rebeaud for the two spots in the final.

After the four runs it's clear that >>



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x fighters

*Mat Rebeaud lets it all hang out but Sherwood ends his night in the semis*

Adams and Sherwood deserve to be in the final and if it was to be chosen on crowd reaction alone Levi is already the clear winner. In the final he proves the point as he busts some serious moves and seems to flow better than Adams who's reluctant to throw down his 360 backflips due to the track conditions.

There's no reluctance from Sherwood who lets it all hang out with his incredible flexibility as he pulls one of the biggest Hart Attack look back backflips ever seen and his signature overly-extended ruler flip which can be comfortably described as 'controlled lunacy'!

Some of his tricks make him look as though he's had his spine removed as he arches his back like a scorpion's tail on his way to a well-earned victory, sending the huge crowd home buzzing and with something positive to discuss after the British weather leaves its mark

and takes the edge off what could and should have been a ripper night of FMX competition.

Sherwood's brilliant win shoots him up to third in the standings only 20 points behind Villa who can only muster a ninth place finish after his spectacular bail out into the crowd. Adams sits in second only five points off the lead even though he has nil on his scorecard for Spain and so it shapes up for a brilliant showdown on October 2 to see who'll conquer Rome and become the 2010 Red Bull X Fighters champion.

"I'm going to give absolutely everything at the last event to try and knock Villa off top spot," reckons Levi after his win. If Battersea is anything to go by Villa is going to have to make sure he performs at his very best to impress the judges and fans – rather than launching into them...

*Mike Mason lets go...*





# OLD IRON!

**ANGRY GEOFF OFFERS UP SOME TOP TECHNICAL TIPS  
FOR FANS OF BIKES FROM A DIFFERENT ERA...**

WORDS BY GEOFF WALKER PHOTOS BY SUTTY





Is the whole world going vintage iron crazy? With the twinshock forums buzzing with fans – and let's not forget the classic MXdN at Farleigh Castle that's fast coming up on September 18-19 – it seems retro is the way to go! So never one to miss out I decided to see for myself what it's all about with a tour of some spectacular twinshocking machines.

People are turning to twinshocks with a renewed technical vigour for machines from an era when welding gear and hammers were essential tools to make and fix parts of the bikes which were, pretty much, sure to break. I think the riders at these events are enjoying an atmosphere which is not quite as sterilised as with modern bike racing. Quite simply there's more to talk about as you hammer s\*\*t straight, fix a broken drum brake arm, check out an oil leak and talk about zip-tying the plastics back on! All good stuff if you aren't taking your dirt bike life too seriously.

I have to admit to not really having my fire lit by the twinshock scene but just recently I have had the pleasure to check out a couple of fine examples and one of these is a superb 1979 KX250. Now this green machine really is a thing of beauty to my eye and I hope you agree. The bike has been through the tickle-up department and it is in the possession of the crew at >>

# WALKER'S WORLD

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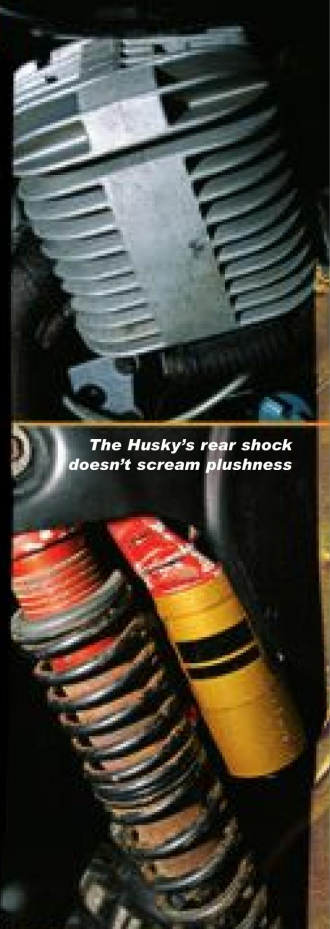
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Ready to rip at Farleigh...



The Husky's rear shock doesn't scream plushness

MotoXtreme in Marshfield.

One of the biggest appeals of twinshock racing is that it's for all ages – from young adults to OAPs – and I love the fact that the pilot of this 'ere bike, a certain young Master Thomas Brown, wasn't even a lump in his dad's trousers when it was made. How cool is that!

The KX has been completely rebuilt from the ground up. There is a list of issues when undertaking a project like this and along with the fun parts of bike restoration there's a lot of knuckle grinding and spanner chucking to get through to get a bike to this level of preparation. This bike has been around for over 30 years and there are a number of parts which just simply do not age well such as the rubber inlet boots which connect to the carb which will suffer from rubber degradation and hardening. A lot of the older bikes suffer with this problem as the rubber will simply start to split over time.

Part of the fun with restoration is finding the parts to take the next step in the job which could require hours of searching the web and phoning dealers worldwide for that one key part to complete the twinshock jigsaw. For example, the plastics for the KX had to be ordered from America as it seems the guys across the pond are loving the retro action as well!

Another thing to consider with these bikes is the fact that some parts are actually painted and not made from aluminium and plastic like the majority of modern day machines. A well finished metal tank, gleaming and freshly painted, is a beautiful sight – especially one sitting on a freshly sand-blasted and powder-coated frame. Just remember that as beautiful as it may be, the chances are high that at some point during the weekend your hairy boys are going to be doing their best to add a matching pair of dents to its smooth surface!

Shock bushes and swingarm bearings can be hard to get hold of so a lot of people go for aftermarket units such as the Fox Air Shox on the KX – there are still plenty of parts around for these and tuning them is a lot of fun when you get your pressure gauge and high pressure cycle pump out. This is a new world of suspension tuning and I had a dabble at setting the

pressures on the KX to see vast improvements with a few psi here and there. Amazing things.

The bearings in swingarms and headstocks can be a bit more of a nightmare as you may not be able to find new parts. A lot of local engineers get a call up at this stage as people work out new and inventive ways to fit modern pivots and bearings into old parts. Retro fitting is all the rage with different spacers and shims holding parts that weren't originally designed for the particular bike in place.

The builders of these bikes learn a lot about engineering during a project and all this makes for great chat while in the beer tent watching champions of the past fall around and wet their pants in a drunken stupor...

The brakes are a part of the twinshock era which will not improve too much with any amount of fettling. The drum brakes of yesteryear did not work great when they were new, never mind after a few years of neglect. The drums themselves in the wheel hubs normally need servicing to make sure they are round as they oval over time causing issues when you replace the brake pads which will not push evenly onto the inner, making dodgy brakes even more dodgy!

Corrosion is the worst part of a rebuild as it seems to get everywhere on bikes here in the UK. It's just the nature of the beast as we have seasonal weather and pretty much every metal part gets pitted and rusted up. Scotchbrite, wet and dry and Autosol are all in for a lot of use – as is elbow grease – as these projects take an immense amount of labour to get them to this level.

I have to say it is great to see so many of these bikes being restored to their former glory and all the work which is put into them is worth it. And it'll be worth it to me when I am stood trackside at Farleigh Castle on September 18/19 with the smell of retro MX filtering through my nostrils and a smile on my chops as I watch young Thomas of the Brown ripping the KX250 shiny green weapon around the hallowed Wiltshire turf...

Watch this space for an update on the KX and Master Brown at Farleigh...





# CALLING ALL YOU HEROES!

**WHERE IS MOTOCROSS AT RIGHT NOW? IT'S A QUESTION THAT – ALONG WITH A POTENT COCKTAIL OF PORTUGUESE BRANDY, COFFEE, TV AND VIAGRA – HAS BEEN KEEPING JEFFRO UP ALL NIGHT! SO MUCH SO HE FELT THE NEED TO DETOX A LITTLE TO GET IT ALL OUT OF HIS SYSTEM...**

Words by Jeff Perrett Photos by Nuno Laranjeira



I've got to be honest, even doing my best to be the eternal optimist I've been concerned at the state of our sport for a little while now. I've been walking the emotional tightrope of being up or falling down on the whole deal and it's been niggling me enough to get my concerns down on paper as some kind of therapy.

Let's get one thing out of the way first, it's not all doom and gloom and I think there are a lot of positives looking forward. I'm not a pessimist – even if my haggard face suggests otherwise – so I like to address any negative vibes and try and quash them, even though sometimes things are frustratingly out of my control. I'm a fixer, I like solving things and improving a situation so life has some meaning but that sometimes stems the smooth flow. This could be why I attract so many hiccups along the way as the wheels inevitably seem to work loose on the Perrett bandwagon crossing life's open plain.

So just what is so wrong with motocross in the UK (and throughout the world for that matter) that drives me to write this? Well from where I'm sat as an ex rider, team manager and man involved with organising motocross events I don't see as many people racing club motocross as there were when I was racing. I might be wrong but it seems to me clubs are struggling to stay alive and as a man whose life has been shaped around the sport that is a concern.

Where have all the working class heroes who are the backbone of our sport gone? "I'm over here Jeff!" you may well be screaming right now and credit to you if you're still out there racing week-in, week-out but you have to admit, surely, it's harder to do that than it ever was?

Circumstance and turn of events shape which path we take in life. Of course, we are still dictating our destiny with the decisions we make but at times we all get pinged about like the chrome ball in life's pinball machine whether we like it or not. The key is to not fall down between the flippers. All the while, some things are out of our direct control and one of those that has really had an impact on our lives and therefore the sport we love is a global recession. It's hit most people hard and motocross hasn't escaped the credit crunch's left hook.

The knock-on effect of tightening the purse strings hasn't just hit the people who ride dirt bikes, it's hit the entire industry and so the problem snowballs. It's been harder to pull the moolah together to go and race and clubs are now finding themselves with less money while landowners have ramped up the cost of hiring tracks and land because they are struggling to pay the bills like everyone else. Sitting above the clubs, all of the organisations are fighting for your money and membership just to survive and don't have the money to invest back into the sport.

I started racing in March 1981 and stopped serious competition at the end of 2006 after working my way up to race the world 250cc championship for five years so I'd like to think I've got as good a take on the sport evolving through that time as most. And apart from the infamous outbreak of foot and mouth disease in 2001 that swept across the country bringing our sport to a complete lock down I can't really remember a time where it seemed as lean as it does right now.

Of course, there are more organisations now and there are two ways of looking at that. Firstly, competition is healthy which I personally believe is a point already being proven as the three higher profile domestic championships – the ACU's Maxxis British, AMCA's Wulfsport British Masters and MCF's Red Bull Pro Nationals – go head-to-head. You don't need to be a brain surgeon to see that they are all raising their game to stay one step ahead and that's not forgetting the BSMA, ORPA etc as they also do their best not to get left behind.

On the flipside of the coin, with so many organisations with different ideas, infrastructures and ways of doing things does our sport have one clear sense of direction? Probably not.

A worldwide financial meltdown is what I believe to be the main contributing factor for dwindling numbers at organised motocross meetings but there's definitely another that has had a clear effect on our sport – four-strokes! Now I know I bang on about my love for two-strokes so maybe that sweeping statement may be biased just a tad but I genuinely try to look at things as diplomatically as possible. When the four-bangers were reinvented and introduced back into modern day motocross we had the big environmental marketing machine throwing out good time goo at us hoping it would stick – and it did. But now several years on we've got a more direct environmental obstacle to overcome in the form of noise pollution and just to add insult to injury four-strokes are more expensive to buy and maintain to boot.









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Tracks are being put under pressure to close as the thunder of the four-stroke engine apparently drowns out the beautiful music of lawnmowers and renders summer BBQs in the kingdom of someone's own back garden a complete waste of time. No question, we're up against it with middle class Britain more than we've ever been. News stories down the years of little Herberts tearing around urban areas on stolen motocross and minibikes haven't exactly helped our reputation either.

It's a point that I ended up discussing with Maxxis/Henderson/LPE Kawasaki boss Steve James at the recent Red Bull Pro Nationals as once again I felt the urge to vent my frustrations on whoever would listen and it just so happened to be Steve. But I soon found out I wasn't alone.

"I tell you what does annoy me," says Steve as the tone of his voice gets a little more serious and agitated, "is the fact that we're so strictly dealt with on noise and yet go to Formula 1, Moto GP or other motoring events and the locals don't seem to give a monkeys about that. I struggle to get my head around that, more often than not we're right out in the open, miles from anywhere, so I just think it's the image the sport has with the public."

"I think if we could change that there may be more tolerance to what we do. There's other sports making more noise than us but because they make more money and have a higher profile within the

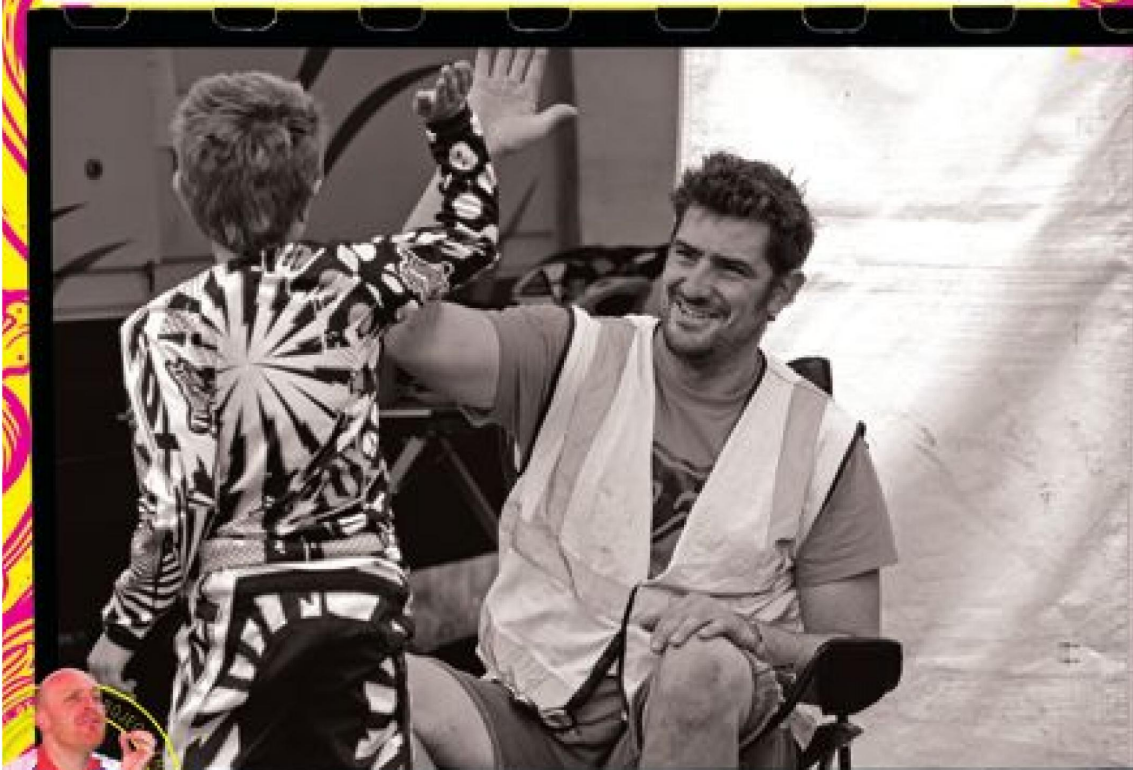
national media they seem to get away with it."

It's certainly a valid point and one that brings us back to whether we need a united front or whether the battle of the organisations all climbing over each other to raise their game will have a positive knock on effect. I hope it's the latter because, as I said, I just can't see the united front happening anytime soon – optimistic or not I think that's a tall order.

It was good to talk to Steve and get someone else's perspective on it all. Like me and many others he has concerns but is remaining positive and has no doubt things will improve and we'll be back to the glory days of yesteryear where the startgates were full at many regional clubs.

"We've been here before, I can remember several years back when things got tight – maybe not as tight as they are now but it had a similar effect. I knew good regional racers that were just going practising on the weekends because it was cheaper for them and they were getting more bike time."

"The clubs weren't getting the tracks they wanted to ride at for whatever reason and at the time some of the clubs were getting a little 'Hitlerish' shall we say in that they were dictating how it was going to be – like 'race with us or don't bother' – so a lot of them thought 'okay, we won't!' They weren't there to be b\*\*\*\*\*ked all the time. I think if the organisations can all just agree to disagree on some things and put that aside and just get together on collaborating their







calendars it would help a lot. Maybe have less events that clash and therefore better quality events that more riders want to ride."

Again I'm in full agreement and appreciate the sentiment of what Steve is saying. Like him I too have several friends that would now just rather go out practising or play riding for the day rather than go racing because for them it's more about the enjoyment of riding motocross than racing. Racing was always just going to be a bonus for them. They all know they'll never make a career out of it and with the prices to go racing going up all the time from entry fees to diesel to wear and tear on the bike they've just come to the conclusion that it's a no-brainer. Now they can all go to their local track, pay somewhere between £20-£40, pretty much ride all day and get more value for their money. It's more relaxed too because whichever way you look at it racing is more intense.

Of course, I'm not suggesting that's how everyone feels. Some people I know – Mark Eastwood for example – love to ride but not as much as they love to race. I can remember Jason Higgs telling me one day that it was all about the racing. When it came to bike training

he said he literally had to force himself to do it because he'd get bored turning countless laps against a stopwatch – for him it was simply about the intensity of competition and trying to win and with Higgsy, man didn't it show!

The thing is without people riding or racing the whole industry is going to suffer, that stands to reason. It's a bit of a chicken and egg scenario – we definitely need more people racing if the sport is ever going to go up a notch but we currently can't get more people out racing. It won't ever be football – even I know that with my brightest rose-tinted glasses on – but it does stand a chance to become a bigger sport and not so niche, especially now FMX is taking aspects of it to the masses. Although some of us don't even want the sport to become more mainstream which I find bizarre because you'll always have your grassroots level no matter how big the pro side of things become.

There are all these concerns in British football that our young talent isn't getting enough of a chance which is why our national team constantly under performs. It's a similar scenario in motocross – we're not offering the kids enough of a chance or at least haven't been and

getting more kids out on the track is a key factor in the progression of motocross.

Motocross in its nature is a competitive sport, a sport with a rich history and heritage built on the back of racing. To me that's what it's all about as I'm sure it is to many of you. It is to Steve James – that's why he started a race team and does what he does because he certainly doesn't run his team as a business venture.

"It's all about racing at the end of the day," says Steve. "You need your novice riders, your B riders and your local experts. They are the people that enable teams like us to go racing. They are the people that buy the bikes, buy the spares. Without them it's not the sport or industry it should be. We wouldn't be able to get the support from the manufacturers to go racing and then with no high profile teams what chance has the sport ever got of becoming bigger?"

Motocross needs grassroots racing – it's the foundation of our sport. Motocross needs more people like Steve James. Motocross needs more people like you. Politics and organisations aside, do all you can to keep the sport alive. Live the dream because we are all motocross heroes in our own right.

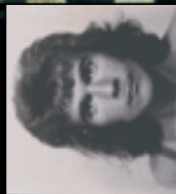




CARLQVIST OBLIVIOUS  
TO CROWD AFTER  
WINNING EPK SECOND  
MOTO

74/01/1980





# SAN MARINO MEMORIES!

THIS MONTH JACK TAKES US BACK TO 1983 WHEN HAKAN CARLQVIST AND ANDRE MALHERBE WENT BAR TO BAR FOR THE 500cc WORLD TITLE AROUND THE SUN-BAKED BALDASSERONA CIRCUIT...

Words and photos by Jack Burnicle

In late July I found myself broadcasting a SPEA FIM World Trials Championship round from the Republic of San Marino – the world's oldest sovereign state with the smallest population in the Council of Europe.

At the end of the 3rd Century, Marinus – a Christian stonemason from Croatia – took refuge on the towering 2,300ft Mount Titano, a rocky Italian outcrop 25 miles inland of the Adriatic Sea and founded a monastic community there. Eventually, in 1600, an independent state of San Marino was recognised by the Papacy and it remains, to this day, the world's oldest working constitution – just 24 square miles with a population of less than 30,000.

In more recent times, San Marino has lent its name to Formula One motor racing and motorcycle grands prix, world superbike rounds, world trials and motocross GPs. But while the road racers have to use relatively distant circuits – the Autodromo Enzo and Dino Ferrari at Imola (F1) or the much closer Autodromo Santamonica at Misano for bikes – trials and motocross could utilise the glistening grey slopes of Baldasserona which nestles at the foot of Mount Titano.

Baldasserona is located in the municipality of Borge Maggiore, a major tourist attraction connected to the magnificent mountain top Palazzo Pubblico palace and its 11th Century towers by cable car. Until this year, though, both MX and trials world championships had been absent since 1998 when David Vuillemin (125 Yamaha) and Dougie Lampkin were the respective winners.

This fabulous setting had actually first hosted a motocross GP 15 years earlier when a critically balanced 1968 500cc world championship arrived for its penultimate round. Muscular Swede Hakan Carlqvist, mounted on Yamaha's mobile road drill – the air-cooled YZ490 (bloodied blisters guaranteed, even for a fella as robust as 'Carla') – led Honda's state-of-the-art water-cooled factory CR500 in the hands of Belgium's Andre 'Hollywood' Malherbe by only 11 points. Both former world champions, this dominant duo had shared nine GP

victories, allowing only one other winner a glimpse of success in 10 riveting rounds.

Baldasserona was a beautifully appointed venue, its shimmering white race control tower resplendent in a black and white chequered design. But no-one had seen the steep, bone-hard clay circuit and its slick, testing off-cambers before. Carla wasn't overly impressed! "They could have used more of the natural terrain here, instead of bulldozing everything," he snarled as we walked round the hilly, high-speed skidpan before Saturday practice. To me, a mere mortal, it looked fantastic but Carla's attitude had if anything hardened by race day. "There's nothing to do!" he insisted. "Usually I can find different lines where I can go faster but here there is just a single standard line!"

I'd flown down to Venice with the late Alec Wright, Dave Nicoll and Team Green's ex-British champion Jonathan Wright. We stopped off at a public go-kart track near Rimini and come Saturday evening Jonathan and his team-mates Kurt Nicoll and Laurence Spence headed back there (unbeknown to Alec!) for some more unscheduled fun. Absurdly clad in regulation pudding basin crash helmets and grubby white boiler suits, they contrived to create a multiple pile-up in the 200cc karts, mainly due to Laurence's glib Irish ebullience. Nicoll came off worst – tumbling bodily down the track – and the boys were sent packing by an irate management!

A wet race day morning cleared into a blistering afternoon and the shiny circuit baked hard. The first moto exploded up the long uphill start straight with Malherbe and little Harry Everts (Suzuki) flying to the front as Carlqvist struggled to pass Honda's HRC rookie Dave Thorpe. "He rode slowly and weaved in front of me while they disappeared," said Hakan. "It wasn't his fault. Honda is pushing hard."

Hakan finally found a way past the resolute Englishman but too late to better third place. Thorpe remained fourth in front of Carla's team-mate Jukka Sintonen and Yamaha Italia duo Franco Picco and a 500 GP newcomer called Claudio De Carli – yes, the same man who has steered Antonio Cairoli

to four world titles!

Malherbe had trimmed Carlqvist's title lead back to six points. "Now I must win," vowed Hakan. At least his detested one-line track worked in the Swede's favour this time. He howled into the crucial holeshot as Andre laboured behind Everts, Graham Noyce (Honda) and the second Suzuki of Jean-Jacques Bruno. But 'JJ' had come in for criticism at Farleigh Castle's British GP for apparently failing to fight off Malherbe. The amiable 26-year-old Frenchman was surprised at all the fuss. "Andre is a friend of mine and he is trying to win the world championship," explained Bruno at San Marino. "I could see he was tired in the second heat at Farleigh so I was urging him on because I knew Everts was getting close. Second or third in the race made no difference to me."

In fact, all three opponents aided Andre's progress by moving obligingly aside – Everts and Bruno because they were both pals of Malherbe and Noyce under instruction as his HRC team-mate. "I went wide on a corner and waved Andre by early on," reported 'Rolls' Noyce. "But it sets you off your pace and Harry sneaked through as well. Bruno was at it again too!"

Malherbe, free of traffic, rapidly closed down Carlqvist. "But when he couldn't get past me immediately I relaxed and went quicker," grinned the tall, toothy Swede. "He knew that if he didn't win that race, he didn't win the championship." A truly epic duel ensued, Malherbe constantly forcing his Honda alongside the bellowing Yamaha but never quite able to pass. Then, with two laps to go, the pair surged across a fast, ramped uphill jump that swerved into a sweeping left-hand bend. "I constantly kept the middle line up the main straight," explained Carlqvist. "Always he had come to the right but this time he came left. I was turning in the air and he jumped right into me. His front wheel brushed my left hand. I hung on hard and he crashed over behind me. I knew one of us must fall but he had to try. He was faster than me but I was stronger than him!"

This startling collision left Carlqvist in control ahead of Noyce who had fought his way back past Everts and Bruno. Malherbe valiantly remounted

was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

Usual signature of Jack Burnicle  
Signature of the author  
Usual signature of Jack Burnicle  
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## DESCRIPTION SIGNALEMENT

Beaver	Titulaire	★Write	Femme
Occupation	GRAPHIC DESIGNER		
Place of birth	BILLINGHAM		
Date of birth	9/3/47		
Country of Residence	ENGLAND		



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HARRY EVERTS LEADS  
ANDRE MALHERBE AND  
GRHAM NOYCE UP  
THE STONEY SLOPES OF  
SAN MARINO IN RACE  
TWO



CARLQVIST FINALLY  
SQUEEZES PAST DOVE  
THORPE IN THE FIRST  
RACE



GRHAM NOYCE (HONDA)  
CHASES HARRY EVERTS  
(SUZUKI) BENEATH THE  
ROCKY FORTRESS OF  
MOUNT TITANO



seventh but was separated from his previous accomplices by Yamaha riders Picco and Sintonen. The game was up. There was no way back this time.

Carla stormed across the line to a hero's welcome from the enthusiastic crowd and a healthier 17-point lead in the championship table. He dumped his Yamaha in the parc ferme which was situated high above the paddock and marched imperiously down the hill, his shocked stare oblivious to the throngs of spectators swirling around him. "Great ride, Carla," I called out but there was no response from the towering Swedish 'Sportsman of the Year' (he beat tennis ace Bjorn Borg to that prestigious title) – he'd left everything out on that treacherous race track beneath the sheer rock cliff face of Mount Titano.

The next morning, in searing heat, we headed back to Venice and enjoyed floating along the famous waterways in a gondola, Uncle Alec Wright in sumptuous repose, savouring his beloved Benson and Hedges. It was the ideal recuperation from a disappointing weekend that saw 18-year-old Kurt Nicoll's brave 11th place (just out of the points back then) as Kawasaki's best result...

I'd be lucky enough to travel twice more to that glorious mini-kingdom in the middle of Italy. In fact, I may well return to San Marino next month!







# FELINE GROOVY?

WITH HUSQVARNA COMPARING THEIR 2011 449cc MACHINES TO A LEOPARD, TEST RIDERS JEFF PERRETT AND GEOFF WALKER CONDUCT A SPOT CHECK TO SEE IF THE RADICAL NEW MX AND ENDURO OFFERINGS REALLY ARE BIG CATS OR JUST MILD-MANNERED MOGGIES...

Photos by Husqvarna

**A**ll in all it's an interesting time at Husqvarna who as a company are going through something of a transitional period following the big BMW takeover. There's clearly a lot of long-term planning going on as the new owners want to keep the heritage and values of the Husqvarna brand alive but at the same time launch a brand new chapter for the Swedish/Italian/German company.

A company of BMW's size and might wouldn't buy into a brand for the sake of something to do. With an all-new 35,000 square metre factory at Cassinette di Biandronno in Italy, Husqvarna's focus is to push on and challenge KTM as Europe's leading off-road bike manufacturer. Part of this plan includes a much more significant racing effort that we'll see more of next year and an improved and bigger range of production bikes on offer.

Following on from the TC/TE250 that was launched to the public in 2010, the most up to date missile in Husqvarna's arsenal is the 2011 TC/TE449. Replacing the dated looking TC/TE450, the new 449

looks like a real modern piece of weaponry – in fact the new model looks more like a race bike from a video game rather than the real world with its aggressive styling, angular bodywork and exceedingly long seat which runs all the way from the rear fender to within inches of the steering head.

And it's not just the look of the bike that's new as the 2011 Husky is bristling with innovative ideas such as an all-new motor with switchable ignition and the Coaxial Traction System. But what's it all about and what is it meant to do?

The system basically works by having the swinging arm pivot around the same axis as the front drive sprocket. This eliminates the effect of the final drive on the bikes handling while the longer swing arm should give greater traction. And because there's never any variation in the length the chain has to run, chain tension remains perfect so acceleration is more instant too.

The general idea is that the CTS system should outperform every other type of suspension system currently on the market – but does it? >>



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Jeff reckons the TC449 is a work in progress – and it's progressing in the right direction



# TC449

Words by Jeff Perrett

**T**he big question I keep getting asked about this bike is 'is it a big step in the right direction?' – and the answer's no. It is a step in the right direction but not a big one in my opinion. This new bike is an improvement on the 2010 model – no question about that – but there's still a long way to go in producing a bike that can compete with the other big five on the world racing stage. I'm a definite supporter of it's mostly down to the rider but at the same time you cannot win at that level on a bike that isn't up to the job....

But let's start at the beginning. Looks wise, I don't think there's going to be any middle ground with this one – you'll either love the way it looks or hate it. I won't lie, I'm asked to give my opinion so I will and cosmetically it's not my cup of tea at all. Yet I've already spoken to people and seen enough feedback on the internet to suggest there's a fair few of you out there that like the radical, modern design. For me it's all a bit too 'Street Hawk' and a bit too futuristic but maybe I'm not as down with the kids as much as I thought?

It may be one of those things that grow on me but traditionally first impressions go a long way. Husqvarna informed us at the official launch presentation that the 'bodywork shape tells our unique personality' and shares the same characteristics as a leopard by being 'threatening whilst static and aggressive and dynamic in attack'. I'm not sure what to read into that. I can understand the principles of the design with the more flowing lines and one piece rad shrouds that lead right through to the unusual rear mudguard, I'm just not sure if this Husky is ready to be compared to a leopard.

Out on the track the ergonomics and general overall feel was that of a tall bike with slightly restrictive movement towards the rear – mostly due to the wide

and bizarre looking rear mudguard. I felt sat upon the bike as opposed to being part of it. For the best part I felt like I was sat in the right position but just too high up, even with the rear feeling low.

The seat is firm and stayed firm throughout the day which compared to the Kawasaki is a good thing. The seat and the slim front end ergonomics allow you to get right to the front to the point where you could easily snare a plum (or both) between the forks and frame as you turned and there's a reason for that. The fuel cap is at the rear of the seat, yes, the rear!

The TC449 is all topsy-turvy when it comes to filling up. It has two fuel tanks – the main one tucked under the seat is 6.5 litres while the lower transparent one gives an extra two litres of capacity. They're both in the centre of the bike to distribute the mass and give it a lower centre of gravity and help it stick but again it may be part of the problem for the front riding high and seeming more detached from the rest of the bike.

The bike weighs in at 108kg and it feels like a fair percentage of that weight is centred around the top of your calf muscles and just behind your knee. With the rear pushing into the ground and feeling slightly lower than virtually all of the other bikes, I found that I had to force it into the turns a little because the weight is behind you but I didn't want to soften up the forks too much to counteract that. If I had I would've then struggled a little on the jumps and to ride at the speed I wanted, so the obvious choice for me would be a re-valving on the forks to suit my needs and level the bike out a little because the rear definitely hooks up. Of course that's me and I'd like to think I'm a better than average rider so this is where the club rider might feel this bike sticks to the ground great. It's definitely a bike that prefers to be steered with the rear.

As for the motor it's mellow and easy to use but I'd like to see more raw grunt out of it – so it's there if you need it. On hardpack tracks I think it can hold its own but on a track with a heavier soil I think it may load the >>







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## SPECIFICATIONS

### TC449 >>

**Capacity:** 449.6cc

**Bore and stroke:** 98mm x 59.6mm

**Transmission:** Five-speed

**Fuel tank capacity:** 8.5 litres

**Front suspension:** Kayaba USD  
48mm (300mm travel)

**Rear suspension:** Kayaba  
(300mm travel)

**Front brake:** 260mm disc

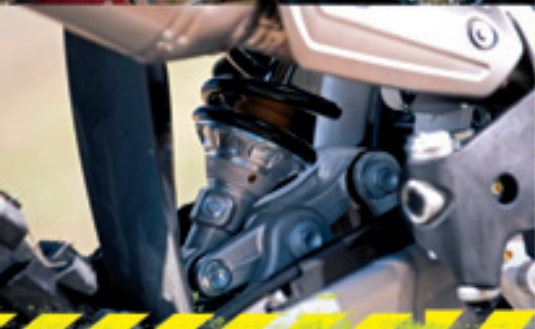
**Rear brake:** 240mm disc

**Seat height:** 963mm

**Wheelbase:** 1490mm

**Ground clearance:** 335mm

**Kerb weight:** 108kg



Turn the mapping switch to 'soft' and you get harder hitting power which is confusing but warmly received...

motor and leave you wanting more. It's all pretty tightly packed in the frame and comes with a two-way mapping switch as standard (apologies for sounding like a shifty car salesman there).

It's all meant to be quite simple – there are hard and soft settings – but somehow even that confused me! I started it off on the hard setting and thought 'if that's the hard hitting power, then the soft must really be soft' so I pulled over, killed the motor, pushed the button over to soft, waited 10 seconds (you can't change the mapping while the motor is running) and then rode off expecting it be slower and smoother, more like an enduro bike.

The result was the complete opposite. It definitely had more of an aggressive mid-range hit which I preferred. Not wanting to sound like a confused old man who had forgotten to take his pills, I sheepishly told my findings to the other test riders and they all said the same – weird. Either way, the mapping switch definitely works and changes the engine characteristics so as far as I'm concerned that's a positive and my glass is half full.

The gearbox is smooth and tight with the neutral easy to find but not too easy to the point where you

can hit a false one that sends you over the bars. The frame is wider at your heel and the gear shifter is tucked in on the narrower engine – it's like you have to ride the bike with your toes pointed inwards.

The brakes are Brembo floating caliper, 260mm wave disc on the front and 240mm on the rear and they do have a great, strong feel albeit the front brake squealed like a hungry piglet all day. To be fair it was a little dusty and hot which often brings that on.

The TC449 comes with a full Akrapovic exhaust system that has been extensively tested with the continued development of the motor. Any bike that comes with a quality exhaust system is always a bonus as far as I'm concerned. The grips are quality too, the handlebars have a nice straight bend that doesn't put any extra strain on your wrists and the graphics are moulded into the plastics so there's definitely some nice touches – but it lacks that big cat killer instinct that Husqvarna have claimed inspired the design.

I'm sure it won't long before this new breed of Husqvarna is really showing its teeth and making a roar but for now it appears they are quietly going about their business scoping out their prey and aren't quite in a position to strike.





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The TE449 feels tall and needs a bit of getting used to



# TE449

Words by Geoff Walker

**A**s my learn'd colleague Jeffrey has already mentioned, Husky's new 449 models look quite strange at first glance and, to be honest, second, third and fourth glances as well!

The TE449 looks quite large but then again I'm also quite large so I liked the look of the vehicle from that point of view. The marketing spiel for the bike gave us some sorta Crouching Tiger, Hidden Dragon reasoning for the shape of the bike – stealthy looking with flowing lines they reckon. In my opinion the bike looks pretty big and bulky but it is tall so I felt good when I jumped on the weapon.

There's a solid feel to the bike when you sit 'on' it – and this bike is definitely a sit 'on' rather than a sit 'in' machine. The Husky has the distinct 'European' feel to it which you used to get a few years ago before the Euro manufacturers moved towards a smaller, softer 'Japanese' feel to come into line with the world markets.

I was lucky enough to have the whole day on the 449 so I could get a feel for it as a package on the limited going available. I found the bike to be unique in more ways than just its looks. This bike takes time and commitment – if you think you'll get on it and take on the world in the woods straight away you have another thing coming. This bike needs to be learned as it doesn't ride like anything I've ridden before.

It takes time to learn the feeling you get through the chassis and this means you set up differently for turns and you have to be super-smooth and think two steps ahead at all times. This bike requires you to take a measured approach and if you are not well ahead of the game it will not help you out. If you're not set up for a turn it will keep on truckin' straight through and if you spot a rock a little late when blasting a technical climb you're in for an uncomfortable moment.

But if you get it right and stay smooth with the 449 you start to get a feel for the linear and grunty power that comes from the motor. I liked the power and delivery from the 449, this thing makes its ponies and although it's difficult to get them to the ground at times it gives a superb solid grunt all the way through the rev range.

The chassis is the part of the bike which is the most difficult to work out. It gives a slight feel of being just a touch out of balance which makes technical riding a little wild at times. It doesn't give a planted feel and even though the engine is trying its best to produce the perfect power to help out, the imbalance in the chassis makes the bike as a package hard work in situations from medium speed to technical going. The 449 uses the pivot point of the swingarm through the final drive sprocket just like the BMW but I found this to work a little better on the Beemer in technical going as everything felt lighter with that model.



## PERT PUPPIES!

### PAIR OF ACES...

The TE250 and TE310 were also available to test and these puppies are a joy to ride. The 250 is light, solid and agile and although it doesn't feel super-powered this bike allows you to feel like a legend in your own undercrackers as you can grip it n' rip it to its absolute maximum at all times. The chassis works in a balanced way and inspires you to cut loose. I found the 250 to stall out a little easily but I think this was more to do with the motor still feeling tight as it hadn't had much running time.

As for the 310, well, what a bike! I think this bike is a gem. The new super-light engine goes into this model for 2011 and the ride and power delivery is brilliant. Everything about this bike is fun and if you are after a cool-looking, fun-delivering woods ripper this could be the bike for you!

## SPECIFICATIONS

### TE449 >>

**Capacity:** 449.6cc  
**Bore and stroke:** 98mm x 59.6mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 8.5 litres  
**Front suspension:** Kayaba USD 48mm (300mm travel)  
**Rear suspension:** Kayaba (300mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 240mm disc  
**Seat height:** 963mm  
**Wheelbase:** 1490mm  
**Ground clearance:** 335mm  
**Kerb weight:** 113kg





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# XC FIGHTERS!

OUR TECHNICAL EDITOR GETS TO GRIPS WITH KTM'S NEW-TO-THE-UK 300XC CROSS COUNTRY WEAPON...

Words by Geoff Walker Photos by Suttu

**F**or the first time KTM UK have decided to bring the XC – that's cross country – versions of their 250 and 300cc two-stroke off-road racing weapons into this country as official models.

The XC models are built for off-road only riding and for KTM UK to bring in these models is a big step – it seems the people who work out the figures have obviously decided that it is very much worth their while importing these lightweight racing machines...

I gripped it and ripped it up to KTM UK HQ to pick up a 300 before turning tail and heading back to Marshfield where Sutt Dawg was waiting. While I was at Brackley the guys from KTM went through some of the bonus points of the XC models and obviously top of the tree is the styling of the models. The EXC range are running the same style as the last year or two but the XC models come dressed like the 2011 MXers. This separates them from the EXC models but you still get the smooth enduro style motor configurations as well as uprated suspension for the bigger hits found on the XC-type going.

Both the 250 and 300 come with electric start which will always amaze me. Two-strokes really shouldn't be e-starters but I am very glad the technology is available and fitted to these vehicles as a leccy boot has gotten me out of the s\*\*t on many occasions!

Lightness, electric start, uprated suspension, styling, enduro power delivery – what could go wrong? So I loaded up and went for a ride in some fine and dandy August downpours!

Rain, rocks, mud and roots. It was refreshing to get into some 'proper'

conditions as most tests have been in 40 degree heat just lately and Marshfield was certainly a long way from the warmth of Spain or Italy. The XC duo is made for this stuff so it was off to the woods to blast about and watch Suttu drown.

The 300 instantly gets you going with its light feel and comfortable seating position. All the controls are solid and, as usual with a KTM, the killer rear brake takes five minutes to get used to before you stop locking up everywhere. The new bodywork doesn't catch up on anything and the bike is easy to move around on, therefore inspiring confidence. The standard tyres are more suited to dry conditions so if you are getting into the moist stuff whip 'em off and fit your favoured rubber.

The power delivery is exactly what I expected with high levels of control. There is nothing scary with the delivery unless you choose to get buck wild with the throttle in which case you are quickly going to run out of grip, trail or luck – whichever comes first. The motor will try to help you out as much as possible but, as with any two-stroke, it will let you know who's boss if you lose respect.

The suspension and chassis are balanced but I feel that the forks are outweighing the shock in their workings. The forks feel sublime on the XC and the shock copes without too many problems in most situations. I just feel that the stock unit needs to step it up a little again as not much has changed for a while now.

The entire bike as a package feels light and flickable and I cannot wait to spend a lot more time on one and maybe take it for a race test as soon as possible.





*Walker and the 300XC –  
minge and machine in  
perfect harmony...*



## SPECIFICATIONS

### 300XC >>

**Capacity:** 293cc  
**Bore and stroke:** 72mm x 72mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 11.5 litres  
**Front suspension:** WP USD 48mm  
(300mm travel)  
**Rear suspension:** WP PDS  
(336mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 383mm  
**Dry weight:** 101.1kg  
**Price:** £5995





Ryan Dungey's the current golden boy of AMA MX and an automatic choice for selection...

© Simon Cudby/Red Bull Photofiles

...while Trey Canard has earned his MX2 ride with a great run of form in the second half of the season







After being overlooked last year, Andrew Short is relishing the chance to ride for his country in his home state of Colorado

# THREE AMIGOS!

TEAM USA HAVE PICKED A TRIO OF NICE – AND FAST – GUYS AS THEY BID TO DEFEND THE CHAMBERLAIN TROPHY ON HOME SOIL...

**A**t a time when politics seem to be ruling everything it would be nice to think that motocross was immune to the disease. Not even close.

Leading up to the announcement of the 2010 US Motocross des Nations team there were a couple of givens. First, Ryan Dungey was going to be picked. He won the individual MX1 overall last year in Italy and so far in 2010 he seems pretty unstoppable. It's a no-brainer. Second, Trey Canard would be the guy on the MX2 machine. Trey was the top American in 250cc points in the States even before he started winning but then he started winning and as of the writing of this story has won four races in a row. But the third spot? That wasn't a given, even though maybe it should have been.

To understand this story fully we must start in 2009. With just about every top American 450cc rider either hurt or on supercross-only contracts by the time the MXdN rolled around last year, the decision was made to move Dungey up to a 450 to race MX1 and have Jake Weimer fill the MX2 spot that Dungey would've had. That left the MX3 spot and the dilemma.

Andrew Short was runner-up in the 2009 450cc national championship behind Australia's Chad Reed. He was the top American. He should've been the natural choice, all things considered.

However, last year's team was a bit of a special circumstance as Roger De Coster explains. "We had a team of two rookies already," De Coster says. "So, if we would've picked Short, even though he deserved to go because of his performance, we would've had three MXdN rookies on the team. We picked Tedesco because he had been there and done it before so he was a good way to anchor the team and keep the other guys calm."

Regardless of the soundness of the logic, though, Short felt slighted. "I was the fastest American on a 450 last year outdoors but they didn't pick me," Short says. "That kind of sucks, really."

This year, though, the Motocross des Nations is scheduled for Lakewood, Colorado, just outside of Denver where Short is from.

"It was a goal of mine at the beginning of the year that I wanted to be selected," Short explains. "I thought it was going to be hard. I thought I was going to be going up

against Ryan Villopoto and Mike Alessi but as the season wore on I was going up again different people for the team."

With Villopoto out and Alessi not the man he was a year ago, the "different people" ended up being, mainly, James Stewart as Dungey was a certainty either way.

Stewart has a reality show in the USA called 'Bubba's World' and part of the second season of that show was going to be Stewart taking part in the Motocross des Nations in Colorado. So, once he was healed up enough, the story is that he was assured that if he took part in the last four AMA Nationals he could earn a spot on the team if his results were what they needed to be.

However, by the time Stewart lined up for the first of those last four Nationals the team had already been announced. A half-hour before the start of the first moto the team of Andrew Short, Trey Canard and Ryan Dungey was presented and Stewart was dejected. There were lots of reasons Short was selected instead of Stewart and perhaps the biggest reason came from Stewart himself.

"It's Short's home race and it's two

Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

Steve Cox is an American moto-journalist who follows the entire AMA SX/MX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of

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Short (#29) and Dungey (#5) make up two-thirds of Team USA – Stewart (#7) will not be the final part of the puzzle

years in a row that he's second in the standings," De Coster says. "It's difficult to leave a guy like Stewart out. Of course, it's difficult. We all know how fast the guy can go. But you have to look at a little bit of everything and we didn't try to hurt anybody's feelings, we just tried to make the most logical possible plan.

"I have heard that Stewart is bummed out and all of that but just two days before [the decision to pick Short] he did an interview and said himself that Short should be the guy on the team – that he deserved to be on it. He said he would like to go if he was asked but he said he thought Short deserved to go. That played a factor also. Everybody felt like since Stewart said that Short should be the guy going then we should pick Short."

But was Stewart playing a political game? He knew that many fans – many of whom dislike him not because of his personality but rather things beyond his control – were already angry just at the thought of him coming back at the end of the season and 'stealing' the spot from ever-lovable Shorty. He also believed that he was faster than Short and would prove himself to be the superior racer and since he was assured he'd get a chance to prove himself, did he figure that in the end he would be picked over Short?

Well if he did it backfired. Andrew Short is racing the MXdN not only in his home country but in his hometown – something that has never happened to an American rider before...

Okay, let's have a closer look at Team USA 2010. First up we've got Ryan Dungey, the golden boy of American motocross today. He's good looking, winning everything and on top of it all he's a genuinely nice guy. He's always smiling and enthusiastically greets fans and media alike every weekend. Then there's Andrew Short who considers his career to be a blessing and he lives every day reminding himself of that. There isn't a rider who is easier to get a hold of or easier to work with in the AMA pits. Finally there's Trey Canard, a genuinely thoughtful young racer who takes his mom to all of his races as his 'entourage'.

Even though Dungey is dominating the 450cc class, Short is second in points and Trey Canard is second in the 250cc points behind Frenchman Christophe Pourcel (having won four races in a row), their results didn't turn out to be the sole deciding



"Is it overwhelming? Yes to an extent...the race hardly comes to America and for it to be in Colorado is really special."

factor in their being picked for the team.

"It is a factor in the decision because it's a team and it's important that they are able to get along," De Coster says. "If you can stay away from the guys who won't work well on the team that should help the racing but we took a lot more than that into consideration."

Dungey agrees...

"I guess we've all been brought up to be good people and I think that definitely helps," Dungey says. "We're going to be able to work good together. Trey is really running strong right now. He's coming off four overalls and I guess regardless of what goes on after this for him, he's a solid rider. He's strong, confident and he's going to be able to hold his own. Shorty is coming off a really great season. I think he's been right up there every single race – top five, top three I would say – so he's really feeling I'm sure confident and strong."

You have to figure it's almost overwhelming to be picked for your first-ever Motocross des Nations team and have the race held essentially down the street from where you grew up. Unlike most racers, Short doesn't just have to worry about letting down his countrymen that he's never even met but he has to worry about letting down thousands of local fans, many of whom have seen him race since he was an amateur.

"It's so special for me," Short says. "Is it overwhelming? Yes, to an extent but that is what makes it so special and so cool and a huge part of it for me. I'm definitely enjoying that aspect. The race hardly comes to America and for it to be in Colorado is really special."

But Team USA's MX3 rider is truly just happy to

be picked. He doesn't even know who his competition is going to be and may not really care. "I think I have to just do my thing and I know that sounds cheesy but I don't even know who's riding MX3," Short says. "I just know there's going to be a lot of fast people and that's the biggest race of the year for everybody in the world. I don't think you can underestimate anybody."

"I think if you get cocky or ahead of yourself thinking you're going to win or you have a certain person covered, that's when you're more vulnerable. I want to respect everybody. I follow the GPs quite a bit so I kind of know who's going fast and all that but certain people have their days and I just don't want to get caught with my pants down."

"I just want to give it everything I've got and if I do that I think we should be just fine. I know how to start at altitude and it's quite a bit different from starting at sea level so I have that advantage and I hope that really helps. Otherwise, it's a dirt bike race..."

Trey Canard was the 2008 Lites Eastern Regional Supercross Champion which he accomplished in his rookie season. Since then, though, things have been rough. He broke his femur at Washougal that year ending his rookie outdoor season. He knocked himself out in 2009 during supercross, ruining that championship, then ended up breaking his wrist at High Point as he led Pourcel with only a couple of laps left in the second moto. It would've been his first-ever AMA National win but it ended his season instead.

This year supercross didn't go like he planned again, although he did collect a few wins. Outdoors started even worse as he got the holeshot in the





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'Dr. Trey' won four 250 overalls on the bounce to earn his place



Last year's MX1 overall winner at the des Nations, Dungey became an overnight international sensation



first moto of the year and then faded – without falling – to seventh. But things turned around for him at Red Bud where he collected his first win and since then he hasn't lost (as of the writing of this article). The secret?

"I just go race my bike now," Canard says. "I don't think too much anymore. I just go out and ride as hard as I can until the chequered flag flies, then I worry about where I am."

"I've always dreamed about it from the time I was a kid," Canard says of being picked to be on Team USA. "It really became important to me when I went to Budds Creek in 2007 and saw the race and all the fans. I heard the national anthem played and got to see the podium and got to see America win. From that day on it was like 'man, I want to be a part of that team'. To be part of it, I know I've said it a bunch and it might sound clichéd but I'm honoured just to be in that group. It means a lot."

He's certainly not underestimating the competition...

"I know those guys are no joke," Canard says. "I'm trying not to think about it a whole lot because this is going to be a team effort and obviously we have to part ways and do our own thing but at the end of the day it's about getting all of us to the front – making sure that our times are good, our starts are good and that all of us as a team are putting in the results that need to be put in. I'm not going to think about it too much. I'm just going to go race everyone that's there and try to be up front. Maybe I can learn a few things as well."

That said, Canard does know that it's a one-day,

do-or-die event and he's prepared for that.

"I'm going to do everything that I can and that's all that matters," Canard says. "I'm going to ride with one wheel if I have to. We have to try to be up in the front with those guys. I'm just so pumped to be a part of the team I'll do everything that I can. At the same time, I'm not putting so much on it to where it's too overwhelming and I can't perform. I think the biggest thing is just to not worry too much about everything and come in ready and do the best that I can."

Ryan Dungey had the advantage in Italy last year of flying under the radar. Everyone knew he was fast but he had never ridden a 450 outdoors in his professional career and he had just a couple of weeks to prepare for the race after clinching his first 250cc national championship.

But then he went out and won the MX1 individual overall and helped clinch another win for Team USA. "They know his name now," laughs De Coster. "I think it will actually take some pressure off of him because it's not his first time anymore. He did it for the first time last year and now he's in his home country so I think it's going to help him not to worry – to go to the event with more confidence. Last year he had confidence but it was limited because we had more confidence in him than he had in himself."

Dungey also believes it will be an advantage – not a disadvantage – to be a known commodity.

"I think the biggest thing will be just being in our country," Dungey says. "Last year, I was going out of the country and I had never been out of the United States before except for Canada. So it was my first

real experience travelling overseas. I think that was the toughest thing – you know, the time change and just the whole new atmosphere and everything. I knew at the end of the day what it all was going to come down to and that was riding our dirt bikes and doing what we love. I think just having it here in the United States versus being over in Italy is great. It's just a whole new experience when you're flying to another country like that versus being here and staying in the United States."

And instead of the fans all cheering against you – as they tend to do in Europe – they will be cheering for Dungey and company.

"I guess having your home country behind you is even better," Dungey says. "Being over in another country, you have people who obviously want to cheer on their home country. That's all it is. And I think they always want to see the guy on top get beat, just like any other sport. But here at home, the fans want to see the home team succeed so it's going to be great to have people behind us here."

In the end, De Coster believes it will end up being the usual suspects out front.

"The Frenchies will be tough," he says. "I think Belgium – we saw how well Desalle rode at Unadilla and the year before at Washougal – will be good but I think the French are going to be a little stronger with Christophe Pourcel having raced there a couple of times under Mitch and all of that. The Italians, I don't know if they're going to make it with the conflict with their sponsors and their federation but if Cairoli and Philippaerts show up, they will obviously be very fast, too."





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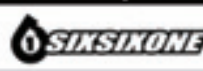
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# HOME BOY!

OUR CALI-BASED COPPER TOP IS HEALING UP BEFORE HE HEADS BACK TO EUROPE FOR A SEASON OF GPS...

Words by MAX ANSTIE Photo by STEVE COX

**S**o, recovery is going well and I have just been released from the doctors to start training again. I'm feeling good and stronger than ever! Like the old saying – 'it's not about how hard you can hit, it's about how hard you can get hit and keep moving forward' – which is something my dad has taught me through the years.

This period of time allows me to finish my schoolwork over here and get my body back in top shape. We can sort our stuff out for next year and go to work on my psychological and mental training.

The day after we got back to our home in California my dad had to fly across the pond to see my little brother in England. That left Dev, Zoey and myself to not really be able to do a lot but I did get to drive all the way into town on my own to go swimming which was sweet because I have never driven on my own before! We also took my little sister to a pageant in San Diego where she smoked all the other babies, taking home all the cool trophies. She hung out at Sea World with Shamoo and then went to the beach to surf some waves!

Meanwhile, I got all my plans up together

and a really cool deal for next year came along. I'm going to be racing with the CLS Pro Circuit Kawasaki Team back in Europe next year. All my training will be done out here in the States but I will fly back and do the world championship events. I'm really looking forward to that because the kids that are doing well over there at the moment are the same kids I grew up racing against on 85s.

So, like they say, a change is as good as a rest and I think the GPs are going to be great. I can build my confidence and perfect some of my skills so I'm ready to come back and race the Nationals over here again soon. It's going to give me time to grow up a little bit and become a better rider.

I'm waiting another week before I head back to France to check everything out over there. So while I've been waiting I have been out on my trials bike a lot doing some endurocross with my buddy and apart from that all I've been doing is schoolwork to prepare me for my final exam in October.

We just got confirmation that I will be racing Bercy in November which is going to be sweet! I can't wait to go back there and race with the big boys. I missed that race last year but before that I did it on 85s twice and

125s once. The show at that race is unbelievable – definitely going to throw down some monster whips.

While my dad and I are back in Europe we wanted to run a school reunion at Dunkirk for all the kids that used to train with us when we were back in the UK and anyone else that wants to join in! So all you lot better get over to Dunkirk to do some sand riding!

The dates on the school are September 18 at Dunkirk from 9am to 3pm and the following afternoon we will be at Lommel. Both days we will be working on sand whoops, cornering with your feet up, braking, throttle set, jumping and some speed work. If you'd like to sign up email my Mumager (that's step mum and daily manager Dev) at [devinmitchell@rocketmail.com](mailto:devinmitchell@rocketmail.com) and she can get you registered to come and give you some more info.

Also while we are back I might be able to see my lil bro who I haven't seen in, like, two years so that will be cool as well.

Right now I'm just enjoying the sunshine in sunny California and waiting to get on my Green Machine.

I just wanna go fast!

See you soon...

*Max*



Brett Metcalfe comes agonisingly close to winning the opening moto at Southwick but runs out of fuel on the last lap







# GAME OVER!

RYAN DUNGEY WRAPS UP THE 2010 450cc TITLE WITH FIVE RACES STILL TO RUN TO BECOME THE MOST DOMINANT ROOKIE IN AMA HISTORY...

**O**kay, so he's not a rookie in the sense that it's his first year in the pros but 2010 is Ryan Dungey's rookie season in the 450cc class. Since he lost the 2008 Lites West SX title to Jason Lawrence after being mentally bullied and beaten in the last couple of rounds, Dungey – who moved on to finish second in that year's 250cc MX title chase – has won everything. The 2009 Lites West SX title and 250cc MX title, the 2009 Motocross des Nations (both individually and overall) and the 2010 450cc SX and MX titles.

As it turns out, J-Law may have done Ryan a favour by humiliating him so thoroughly in that SX title chase...

One thing that seems to permeate bench racing every single season is talk of how whoever is dominant wouldn't be if 'so-and-so' was racing. When James Stewart went 24-0 in the 2008 season, that 'so-and-so' was Ricky Carmichael who had retired the previous season. Last year, when Chad Reed was winning, the 'so-and-sos' were Mike Alessi and Ryan Villopoto who combined to win the first three rounds of the series. And this year, when Rockstar/Makita Suzuki's Ryan Dungey began to dominate, the talk usually surrounded how he wouldn't be dominating if Ryan Villopoto and/or James Stewart were racing.

Well, Villopoto is still recovering from a broken leg suffered at the St Louis Supercross – although he has reportedly gotten the clearance to begin riding – but Stewart shows up at Unadilla to not only stop the Dungey train but hopefully secure himself a spot on this year's US MXdN team (largely because his reality show had scripted it). However, prior to the first moto of the day Team USA was announced to include Dungey, Trey Canard and Andrew Short which may have helped to take the wind out of Stewart's sails.

In the first moto Dungey gets the holeshot – his second of the season – and immediately begins to check out while Stewart battles with GP visitor Clement Desalle for second. Stewart makes some pretty big mistakes, including one tipover, which

allows Desalle to re-take second place and Stewart doesn't have anything left in the tank to chase Desalle back down.

In the end Dungey shows that the bench racers who doubted his abilities were wrong and Stewart is also actually pretty impressive for basically coming off the couch to finish on the podium but it's Desalle who gets the most attention for his very strong runner-up performance.

Honda Red Bull Racing's Short holds off GEICO Powersports Honda's Brett Metcalfe for fourth and Short's temporary team-mate Kevin Windham goes down early in the race and destroys his motorcycle. Luckily he walks back to the pits battered but okay.

In the second moto Short resumes his rightful place as Holeshot King (he's gotten the holeshot in literally half of the motos run to this point) but after working on him for quite a while it's Desalle who is the first to take down Short and move into the lead. Almost immediately Dungey follows and soon comes Metcalfe to do the same for third.

At the front Dungey has to put in a considerable effort to not only catch but pass Desalle who is racing on unfamiliar equipment – including US-spec suspension – but he makes it happen, much to Desalle's disappointment. "Yes, I got second but I could have been first..." Desalle says later.

Dungey takes the moto win over Desalle and Metcalfe and that's also how the overall podium ends up. Behind them, though, Windham catches Short and works on him for the final portion of the race before, in the last turn, he makes what witnesses say is a very aggressive pass for fourth on the new member of Team USA. Still, Short finishes fourth overall on the day, just in front of Kyle Regal and Ben Townley.

Dungey carries well over 100 points into the next round at Southwick and if his lead remains in the triple digits he clinches the championship with two rounds and four motos still left to be run. As it turns out, at the rough and sandy Southwick event Dungey gets a lot of outside help that he really doesn't need ♦



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as second-placed Short suffers a mechanical failure in the first practice session – which is by far the fastest of the two qualifying sessions – and then actually fails to put in a top-40 time from the second session, leaving him with a provisional starting spot in 40th.

Then, off the start of moto one, Metcalfe grabs the holeshot and Short falls on the start straightaway forcing him to come from last place. It's not long before Dungey is all over Metcalfe but he spends the entire race trying to figure out a way by the spunky Team Australia MX1 racer. When the two-to-go board comes out, Metcalfe actually speeds up and pulls away from Dungey.

"That was my plan," Metcalfe says. "I was just waiting for the last couple of laps and then I was going to put in the two fastest laps I could to break him."

That's quite a plan for a guy who's never actually won an AMA points-paying event in his eight years Stateside but it works. Metcalfe puts distance between himself and Dungey and on the last lap it seems like a done deal. Metcalfe will win. However, with less than half-a-lap to go, Metcalfe slows to a stop on an uphill. He's out of gas.


Dungey is handed the moto victory while Metcalfe is credited with 14th as he and Dungey had lapped that far into the field. In addition, other Honda racers Short and Townley both run out of gas as well. Short is credited with 17th. Hahn

finishes second in the moto – over 51 seconds behind Dungey – while Jagermeister/FMF KTM's Mike Alessi inherits third. Then comes Kyle Chisholm, Kyle Regal, Matt Goerke, Kevin Windham and Nick Wey.

So the championship is over after the first moto as Dungey carries well over 125 points into moto two but the celebration isn't planned until after the second moto due to time constraints.

In moto two Townley grabs the holeshot while Metcalfe starts third. In the third turn Metcalfe attempts a pass on Windham for second and he thinks he has the pass made only for Windham to 'show up' in front of him on the berm and put Metcalfe down.

Metcalfe gets going way back in the field – outside the top 30 – and Short finds himself coming from the back yet again as well. Eventually, Dungey catches Townley and passes the Kiwi on the inside in a sweeping uphill turn. Townley hangs on for second in the moto, barely holding off Goerke who won this event last year. Alessi finishes fourth in front of Windham and Chisholm while Metcalfe comes through for seventh despite two additional falls in the race.

Overall, Dungey takes yet another win – his ninth in a row – while the inconsistency in the field leaves Alessi with second overall with a 3-4 score over Goerke's 6-3 for third. But it's not about the race win for Dungey, it's all about the title... 



Wil Hahn (#49), Blake Wharton (#21) and Christophe Pourcel (#377) fight for the moto two holeshot at Southwick

Ben Townley holds fifth in the 450cc standings



K-Dub takes some flak for what many feel is an overly aggressive pass on Short at Unadilla



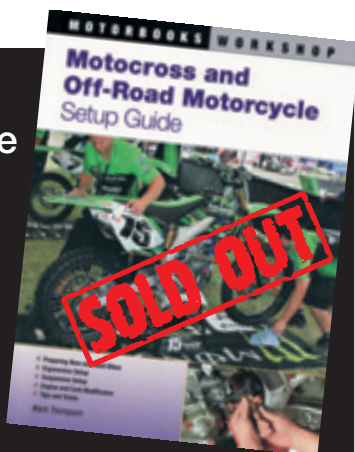
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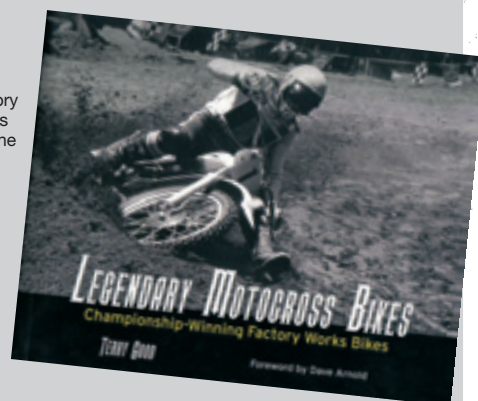
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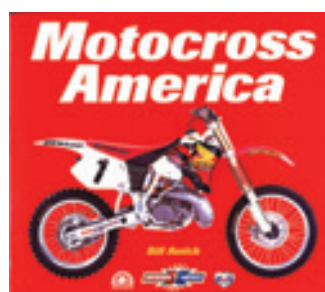
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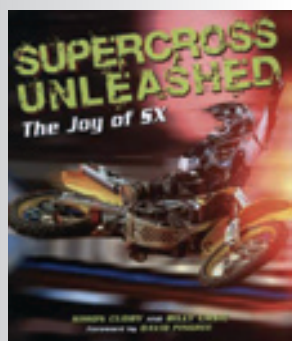
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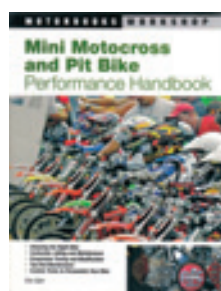
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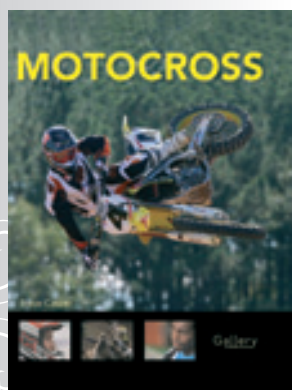
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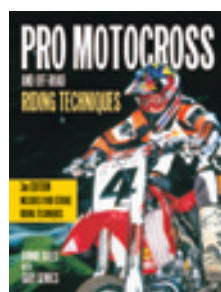
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# OPEN & CLOSE!

POURCEL AND CANARD PLAY CAT AND MOUSE AS THE 250 TITLE CHASE HOTS UP

**S**ometimes when someone gets a ball rolling it just stays rolling. Prior to this season, GEICO Powersports Honda's Trey Canard had never won an AMA National. But starting with the Red Bud round Canard began winning and coming into Unadilla he has yet to lose an overall since. But Unadilla is a favourite for championship leader Chris Pourcel...

Pourcel's Monster Energy/Pro Circuit Kawasaki team-mate Dean Wilson grabs the opening holeshot but Pourcel finds his way into the lead within a few turns and immediately begins to pull away. However, in the back section Pourcel inexplicably high-sides exiting a turn and destroys his motorcycle. He scores a DNF while Wilson takes the lead back over with Justin Barcia and his team-mate Canard in tow.

Barcia works on Wilson while Canard seems content to sit back and wait. Eventually, Barcia takes Wilson out for the lead and then Canard drops the hammer, chases down Barcia, takes the lead and wins the opening moto. With his win and Pourcel's DNF, Canard trails only by 13 points in the title chase heading into moto two.

Canard gets the second moto holeshot and checks out right away and it isn't until late in the race that Pourcel finally gets into second. By then Canard carries nearly 10 seconds on second place but Pourcel methodically chases Canard down and then makes the pass with only two laps to go. Canard fights back but can't get by Pourcel. So Pourcel takes the moto victory and extends his points lead to 16 with six motos left to race but Canard still takes his fourth overall win in a row. Barcia is second overall while British MXdN team member Wilson is third.

Canard has never raced Southwick before and he struggles in practice, grabbing only 10th in qualifying. But in moto one he passes TLD/Lucas Oil Honda's Wil Hahn for the lead and begins to pull away while Pourcel struggles outside the top 10. Slow starter Tyla Rattray pulls into second place with a few laps remaining and chases Canard down but, unlike at Unadilla, Canard hangs on to the moto win while Pourcel only gets as far forward as seventh. As the two racers head into moto two they're now only separated by five championship points.

But in moto two Pourcel shows that he's fed up with Canard who lines up to the inside of him on the gate. Pourcel gets a good jump and turns left into Canard, shutting the Honda rider down off the start. Canard is forced to come from behind while Pourcel runs second early. Pourcel then passes leader Wil Hahn but gets passed by Barcia and then Rattray and ends the moto third.

And Canard? He gets as far up as seventh before he begins fading, eventually falling back to ninth and Pourcel extends his points lead back out to 13 with two rounds left to run.

Overall, it's Rattray who wins his second National of the year – the other being High Point where he also scored a 2-2 – over Barcia and Canard. The series now heads into the final two rounds at Steel City and then a new race at Pala Raceway in Southern California and it's still anyone's title to win.



Super rookie Eli Tomac holds down sixth in the 250cc division

## SERIES STANDINGS

450cc >>

1	Ryan Dungey	468
2	Andrew Short	317
3	Brett Metcalfe	314
4	Mike Alessi	273
5	Ben Townley	271
6	Josh Grant	260
7	Kyle Chisholm	216
8	Chad Reed	204
9	Kyle Regal	201
10	Ryan Sipes	194
19	Steven Clarke	67
32	Ben LaMay	17
45	Adam Chatfield	5

250cc >>

1	Christophe Pourcel	399
2	Trey Canard	386
3	Tyla Rattray	364
4	Dean Wilson	363
5	Justin Barcia	291
6	Eli Tomac	262
7	Blake Wharton	259
8	Broc Tickle	232
9	Martin Davalos	211
10	Jake Weimer	195
12	Tommy Searle	116
19	Max Anstie	72



Former world champ Tyla Rattray tops the podium at Southwick



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# HAPPY AS LARRY!

IF YOU EXPECTED JAMES STEWART'S MANAGER LARRY BROOKS TO BE DISAPPOINTED AFTER UNADILLA YOU'D BE WRONG...

Words by STEVE MATTHES Photo by STEVE COX

James Stewart comes back at Unadilla with a 3-DNF card

**J**ames Stewart's return to racing didn't exactly go the way that he or his team had planned. On top of his struggles at Unadilla there was the extra blow of getting denied a spot on America's Motocross des Nations team, something that had been previously promised to James and his team. After his 3-DNF ride I caught up with his manager Larry Brooks to talk about his day and the MXdN thing.

**DBR:** Larry, your return probably didn't go as good as you thought...

**LB:** "Nah, I think it went okay – I guess you had to be there since up until today. James only started riding a month ago and after being off a motorcycle for seven months it's a lot of work on his side. The little bit of testing we got done, our expectations weren't high – we didn't think we would rule the world, we were hoping to qualify. Honestly, him riding well and being fastest in both practices was huge. Right off the start to ride as well as he did the first moto I was more than happy – he left it all out on the track in the first moto.

"To me it was a successful day, our expectations were low. He wasn't putting pressure on himself. There isn't going to be very many situations that when he isn't feeling comfortable and is tired that we will be able to pull off the track so we were just going to use that to our advantage and if that was the case then that was his out."

**DBR:** Did you learn something about the bike today too? Something like testing is nothing like racing?

**LB:** "For sure and we knew that from James in the past from SX that we always set up a way of testing pre-season and then go to the first race and be off the charts. It happened again today. We chased it all day and never been in the ball park because his speed is 80 per cent in testing and 120 per cent in the race. When he's in that situation it doesn't matter if it's the first race back or whatever, he's going to go as fast as he has to to win."

**DBR:** How was his wrist?

**LB:** "That came out really good – out of everything that we discussed the wrist was a non issue."

**DBR:** What's the plan now? Are you taking him back to California? More testing?

**LB:** "He's heading back to Florida right now and he will run through his programme and we sent him home with some stuff so he'll run through that and kind of see where that is. Once he calls Monday then we'll make a plan – we have two weeks to get things ready for Southwick."

**DBR:** The des Nations team was announced – I didn't get a chance to talk to him but I know he was hoping to be on it. What are your thoughts?

**LB:** "It was a disappointment – he wanted the chance to at least ride and have someone watch him ride and see if he was even good enough. If he wasn't good enough they didn't have to pick him but to not get the chance was disappointing."

**DBR:** I was told there would be a five-guy selection here by Roger De Coster and then all of a sudden they announced the guys – was that weird?

**LB:** "It was weird. I had received a phone call before that saying this is the direction we are going and I was like 'man, can't you guys just wait five hours and let the race happen and announce the team after? – it doesn't need to be in until 30 days before the event which is two weeks from now'. The team is what it is and I think those guys are all very deserving of it and James feels the same way. He didn't want to take anyone's spot, he wanted to earn the position. It's more of a disappointment than anger or anything like that."

**DBR:** Can you talk about coming back to the outdoors – I read on the internet that you hate motocross so how has it been?

**LB:** "I hear that too [laugh] but I don't hate motocross, I actually love it. Going to Unadilla is awesome, we've all been working in the shop

Monday to Friday so we were excited to come to a race. The preparation because of the situation wasn't as good as we wanted but we did our best and James worked his butt off to get here. You always wish for a better day but in the big picture I think it was pretty damn good."

**DBR:** There was a buzz in the air about you coming back so it made the series really exciting in that sense. What did you think of Saturday and how everything went as far as the way the races are run and all the new changes?

**LB:** "I was definitely in paperwork trying to figure out what we're doing. I never talked to referees so much without being in trouble trying to figure out what we had to do. I think the programme ran really smooth but it's real quick though and with us being here at our first race and everyone else so comfortable..."

**DBR:** First call for the moto did seem kind of early...

**LB:** "Yeah, we had just got settled down and it was time to go back to the line and you can't be late. If you're late then you're not in it or you're last so we had to make sure James was there and on the bike so it was gnarly but it's good – it makes sure no-one is lolly-gagging and everyone is on time. The structure is good as far as a team and organising your day. I think it was good."

**DBR:** Your own personal thoughts on this track? I know James is not a big fan...

**LB:** "James' track record is not the greatest here but he's fast, even this morning I was really pumped just to watch him ride and see that he still has speed and stuff. It was really good he was riding the track well and things were going his way even without putting all of that time behind it. A lot of people don't see the kind of time these guys put into a series or even a single race. I couldn't walk away from here being upset knowing the time limits that we faced so I'm stoked."







Defending champion Antonio Cairoli roosts his way to the MX1 world crown in Brazil



# FANTASTIC FOUR!

TONY CAIROLI CLAIMS HIS FOURTH MX WORLD TITLE IN BRAZIL WHILE A KENNY ROCZEN WIN STREAK PUTS MARVIN MUSQUIN'S CHAMPIONSHIP CELEBRATIONS ON HOLD FOR NOW...

Photos by Sarah Gutierrez

As the motocross world championship enters its final third, MX1 series leader Tony Cairoli comes out with all guns blazing in the seemingly bottomless Lommel sand to lead 34 out of 35 laps on race day to take his third double moto victory of the year aboard the revolutionary 350F KTM.

Then, with momentum working in his favour, he keeps on keeping on and runs 2-1 both in Loket and Campo Grande where he wraps up his fourth world title too making it a pair apiece in the MX1 and MX2 classes. Of course, Tony's Brazilian result could easily have been a 3-2 with no world championship celebration just yet if a little luck was on Clement Desalle's side.

After running 3-4 in Belgium and 3-2 in the Czech Republic the MX Panda gifts Cairoli the runner-up spot during the opening moto in Brazil when he slips off on the last lap. Then in moto two when he's out front and headed away...cough, splutter, nothing – the factory RM-Z grinds to a halt as it looks like the 21-year-old Belgian has his third GP win of the year in the bag.

Suzuki blame it on electrical problems but whatever the reason the breakdown means that the GP win is gone and the title's now sadly out of reach n'all. Bummer.

Third in the series standings with just two rounds remaining is 2008 world champ David Philippaerts who wins a moto in Brazil to take second overall on the day. Max Nagl makes a welcome return to the podium in both Belgium and Brazil while the only t'other rider to step on the, erm, steps is the Estonian Express Tanel Leok who translates a 1-5 score into third overall at Loket.

CAS Honda's Evgeny Bobryshev rips a lung during pre-qualification in Brazil when the Muscovite missile hits eject after landing on a hay bale. Despite missing both motos in Campo Grande Evgeny stays ninth in the series classification thanks to his solid run of 11-9 and 9-7 results prior to his departure.

The CCM team make a brief GP return in Czecho where Swordy scores points for the first time this year with a 16th in moto two and TC rides his socks off to run an impressive 17-11 in two very testing races for the now veteran Wiltshireman. TC sits 27th in the WC standing while Sword is way down in 49th tied with British champ Brad Anderson who makes a wildcard appearance in Lommel to try and prove he's

worthy of a MXdN team spot. After running up front in both races many argue that he is...

There's another Brit in the mix too – 17-year-old former 65cc youth champion Alfie Smith.

The pint-sized JK Datch Aprilia rider might not threaten the series' elite as he runs 29-26 and 33-29 at this month's two rounds in Europe but he wins a lot of fans as he shows a lot of heart.

Another rider showing a lot of heart of late is Teka Suzuki's Ken Roczen. The 16-year-old has had a bit of a 'mare this year with two mechanical DNFs seeing him slip out of contention for the world championship win – barring any major errors from series leader Musquin – but that hasn't stopped him from applying some pressure to the Frenchman. Running 1-2 in both Belgium and the Czech Republic, then taking his first ever double victory in Brazil, the German wunderkind pulls back Musquin's lead from 87 to 72 but with just two rounds left it's not going to be anywhere near enough – nice try though!

Third in the series is Steven Frossard who after a strong start to the summer tails off with 10-8, 14-4 and 11-5 scorecards through this month's three GPs. However, a shoulder injury for Herlings in the Czech Republic will see the Frenchman take the bronze medal quite comfortably as the 15-year-old Dutch kid will sit on the sidelines for the remainder of the year.

Although the injury means he fails to score in half the motos this month Herlings is still fourth in the series standings and believe it or not is only outscored by fifth-placed Zach Osborne by three points. However, if Zach scores a 24.5 point average score or better in the remaining two GPs the Virginian Bike It Cosworth Yamaha star can still snatch fourth place – Zach's average for the year is currently 26.38 so it's gonna be close! >>







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# SERIES STANDINGS

## MX1 >>

1	Antonio Cairoli	Red Bull KTM	578
2	Clement Desalle	Rockstar Teka Suzuki	471
3	David Philippaerts	Yamaha Monster Energy	441
4	Max Nagl	Red Bull KTM	420
5	Steve Ramon	Rockstar Teka Suzuki	408
6	Tanel Leok	LS Motors Honda	314
7	Ken De Dycker	Yamaha Monster Energy Ricci	309
8	Xavier Boog	KRT Kawasaki	291
9	Evgeny Bobryshev	CAS Honda	270
10	Daide Guarneri	LS Motors Honda	242
14	Gareth Swanepoel	CAS Honda	182
27	Tom Church	Buildbase CCM	25
49	Stephen Sword	Buildbase CCM	5
51	Brad Anderson	PAR Honda	5

## MX2 >>

1	Marvin Musquin	Red Bull KTM	571
2	Ken Roczen	Teka Suzuki	499
3	Steven Frossard	CLS Kawasaki	430
4	Jeffrey Herlings	Red Bull KTM	391
5	Zach Osborne	Bike It Cosworth Yamaha	343
6	Jeremy Van Horebeek	CLS Kawasaki	337
7	Shaun Simpson	Red Bull KTM	329
8	Arnaud Tonus	Teka Suzuki	328
9	Joel Roelants	JM Racing KTM	326
10	Harri Kullas	Monster Yamaha Gariboldi	280
13	Jake Nicholls	HM Plant Red Bull KTM UK	198
16	Matiss Karro	MVR-D Suzuki	120
21	Mel Pocock	Bike It Cosworth Yamaha	52
29	Adam Chatfield	2B Racing Duracell Kawasaki	18
41	Max Anstie	Star Racing Yamaha	9
57	Ed Allingham	Bike It Cosworth Yamaha	2

Bobryshev leads Ramon and Nagl

Tony celebrates world title #4

Jeffrey Herlings leads in Loket

Cairoli takes centre stage in Loket

MX Panda Clement Desalle's challenge for the title eventually comes up short

After scoring well in Lommel and Loket there's more bad news for Shaun Simpson who pops out a shoulder in Brazil. "It all happened so quickly," says the 22-year-old Scot. "Gautier Paulin and I came together in a corner and I ended up running wide into some real soft stuff which pitched me over the bars. As soon as I landed I knew it was out." With nil points added to the tally Woody slips to seventh in the series standings but should be back for Lierop.

Any hopes The Reverend Jake Nicholls had of squeezing into the top 10 come the end of the year are pretty much blown out of the water with no fewer than five no scores since Sweden which mean the 20-year-old slides to 13th in the standings. "I'm so disappointed and I hate DNFs," says Jake. "We had that technical problem in Lommel, then I caught my ankle at Loket a few times in the opening moto and on the last occasion it hurt so much I had to stop and check that my foot wasn't facing the other way. I tried to go out in the second moto but I was concentrating on protecting my foot rather

than on the track.

"In Brazil we had more mechanical problems which are something that are very much a part of this sport but are never easy to take. I don't know quite what to say – I feel a bit mentally destroyed at the moment."

Currently eight places behind Nicholls in the series is Mel Pocock who's embroiled in a battle for 20th spot with rising American star Michael Leib who leapfrogs the teenage Brit by taking advantage of a low turnout of riders in Brazil and scoring well as Mel stays home. With just 11 points separating Khounsith Vongsana in 19th and Leib, Pocock and Belgium's Nick Triest who's currently 22nd everything's to play for in Holland and Italy.

One more Brit scores points in MX2 this month and that's Adam Chatfield who grabs a pair of 12ths in Brazil making a guest appearance for a famous battery brand-backed Kawasaki team – you can insert your own joke about the flame-haired 23-year-old resembling a Duracell battery right here...





**Brad Anderson's untouchable at Canada Heights with a maximum points haul virtually assuring him of the MX1 title**

**Junior 125cc runaway leader Chaz Statt**



## SUPER STROKER!

### CHAZ SETS THE PACE >>>

If one rider perfectly typifies the low-cost, all-action ethos of the Fuchs-Silkolene British 2S championship it's 18-year-old Charles 'Chaz' Statt.

The shop assistant from Ashby de la Zouch is virtually assured of the Junior 125cc crown and leads the division by a whopping 138 points with just two rounds and six races left to run. Travelling to the Red Bull Pro Nationals in a converted horsebox, Chaz is proof that with a lot of raw talent and only limited backing it's still possible to make an impression on a major series.

"My main support comes from 1st MX who give me a discount on bike parts and got me a Thor deal," explains Chaz. "I also get support for casual clothing from Charge and Service Exchange Parts at Kegworth help me out if anything goes wrong with the bike."

"I'd love to progress through the ranks – I'll be in the Experts next year in the Fuchs Silkolene championship and might have a go at the Under 23s. I'm planning to stay on two-strokes – I love the bike and it's also a lot cheaper if anything goes wrong – but I guess I may have to move onto a four-stroke depending on what championship I do."

"I'd like to say a massive thanks to Andy at 1st MX, Charge clothing, SEP and my mum and dad for helping out this season – without their support I couldn't go racing."

Potential sponsors can contact Chaz on **07929 879804**.



**A couple of podium visits earn Kristian Whatley the overall decision in MX2**



# SECOND HELPINGS!

THE RED BULL PRO NATS MAKE A RETURN VISIT TO CANADA HEIGHTS WHERE ANDO AND BARR EXTEND THEIR SERIES LEADS...

Words by **Sean Lawless** Photos by **Ian Roxburgh**

**C**anada Heights gets its second helping of Red Bull Pro National action for 2010 with some of the country's top professional riders – plus the two-smoke heroes of the Fuchs-Silkolene 2S series and the flying nippers of the Elite Youth Cup – converging in the Kent countryside for another weekend festival of MX.

MX1 series leader heading into the seventh round, PAR Honda's Brad Anderson is sitting on a comfy 36-point cushion over second-placed Alaskan Ben LaMay. And his cushion gets plumped some more before a wheel's even been turned by the no-show of the Samsung Yamaha rider who's stuck back in the USA with visa problems.

In LaMay's absence Ando comes out swinging, battling his way to a pair of wins and a maximum 50 points to open up what looks to be an unassailable lead at the top of the standings. With just two rounds to run the North Easterner is now 86 points clear of LaMay and PROPPA.com's James Noble whose disappointing fifth overall with a 6-5 card at Canada Heights still bumps him up the standings thanks to the AWOL American.

On the day it's Bike it Cosworth Yamaha's Jason Dougan who gives Anderson most to think about, posting a 2-2 score for second overall ahead of LPE Kawasaki's Gert Krestinov who's third both times out. It's a good day too for Gordon Crockard with the

seasoned Irishman ending the day fourth thanks to a 7-4 card that sees him leapfrog Nez Parker and defending champ Carl Nunn up to fourth in the standings.

Down in MX2 and there's another PAR Honda on top of the standings, this time piloted by super-speedy Irishman Martin Barr. Just 12 points separate Martin from DB Racing Honda's Elliott Banks-Browne going into Canada Heights and it's Elliott who draws first blood, crossing the line sixth and first 250F in the opening moto from Barr and the mercurial Kristian Whatley to reduce the deficit to a single digit.

Second time out and it's Samsung Yamaha's defending champ Neville Bradshaw who underlines just how close the competition in the MX2 division is by racing to the win from Whatley and Barr as a DNF by Banks-Browne deals his championship aspirations a serious blow. Nev's been pretty beat-up all season and his fighting fifth among the 450s on the power-sapping circuit is a just reward for a rider who never puts in less than 100 per cent.

So Whatley snatches the overall with a 3-2 card from Barr's 2-3 and Bradshaw mounts the final step of the podium with a 5-1. But more important than the overall result are the series standings which see the Irishman open up a 29-point lead over EBB and edge closer to his first major title.

Action in the two-strokes is as exciting as

ever and nowhere more so than in the Expert Open division where Scott Elderfield and Mark Eastwood tear up the track in three thrilling races. It's veteran Mark who strikes first on a circuit he must know better than the tip of his toddler before Scott fires back in an intense second encounter as Daniel Arnold keeps both in striking distance with a brace of thirds.

But in the final race LPE Kawasaki's Krestinov throws a spanner in the works, taking the win as PAR Honda's Scott snatches second and with it the overall from Wiseco Honda-mounted Mark.

The Junior Open overall goes to Corey Nemeth from Kristofer Ayres and Shayne Headon as series leader Jason Kendrick's final race 11th reduces his advantage at the top of the table after going 2-3 in the opening two motos.

The Expert 125cc class sees Bladez Salon Yamaha's 'Dashing' David Willet put on a masterclass of eighth-litre riding, screaming to three-from-three ahead of Nathan Rooks who cards 2-2-4 and defending champ Jim Davies who posts 3-3-3 scores. The maximum ensures that Willet, who also earns fifth overall in the Open races, extends his lead in the series to 47 points.

In the Junior 125cc class Rowan Hill takes the overall from series leader Chaz Statt with Chase Neale claiming third.

## SERIES STANDINGS

### RBPN MX1 >>

1	Brad Anderson	PAR Honda	363
2	Ben LaMay	Samsung Yamaha	277
3	James Noble	PROPPA.com Honda	277
4	Gordon Crockard	PBM Kawasaki	234
5	Nathan Parker	PROPPA.com Honda	229
6	Carl Nunn	MVR-D Suzuki	225
7	Gert Krestinov	Maxxis Henderson LPE Kawasaki	211
8	Alex Snow	Albion Kawasaki	209
9	Jason Dougan	Phoenix Bike it Cosworth Yamaha	152
10	Stephen Sword	Buildbase CCM	137

### RBPN MX2 >>

1	Martin Barr	PAR Honda	350
2	Elliott Banks-Browne	DB Racing Honda	321
3	Kristian Whatley	Maxxis Henderson LPE Kawasaki	294
4	Bryan MacKenzie	Horseman Kawasaki	216
5	Scott Elderfield	PAR Honda	182
6	Stuart Edmonds	Electraction TM UK	171
7	Lewis Tombs	Yamaha	164
8	Neville Bradshaw	Samsung Yamaha	140
9	Will Worden	Wheeldon Suzuki	126
10	Shane Carless	KTM	124

### FUCHS SILKOLENE 2S EXPERT OPEN >>

1	Mark Eastwood	Wiseco Honda	371
2	Scott Elderfield	PAR Honda	276
3	Nathan Parker	PROPPA.com Honda	265
4	Stuart Edmonds	Electraction TM UK	260
5	James Noble	PROPPA.com Honda	257

### FUCHS SILKOLENE 2S EXPERT 125 >>

1	David Willet	Bladez Salon Yamaha	485
2	Jim Davies	TM	438
3	James Dunn	Suzuki	377
4	Luke Remmer	Kawasaki	374
5	Peter Mitchell	Suzuki	274

### FUCHS SILKOLENE 2S JUNIOR OPEN >>

1	Jason Kendrick	Yamaha	362
2	Corey Nemeth	Kawasaki	314
3	Shane Headon	Kawasaki	297
4	George Foames	Suzuki	291
5	Daniel Ward	Suzuki	248

### FUCHS SILKOLENE 2S JUNIOR 125 >>

1	Charles Statt	Kawasaki	490
2	Ben Thomson	KTM	352
3	Corey Nemeth	Kawasaki	332
4	Ashley Crossley	Yamaha	307
5	Terry Lloyd	KTM	294



Swordy fires the CCM to his first overall win of the season at Farleigh Castle



# OLD N' NEW!

THE MAXXIS SERIES MOVES FROM THE FANTASTIC OLD-SCHOOL SETTING OF FARLEIGH CASTLE TO THE BRAND-NEW SLICK N' S\*\*\*TY SLOTCAR STYLE CIRCUIT AT SILVERSTONE AND, BELIEVE IT OR NOT, DESPITE THE VERY DIFFERENT SETTINGS THE RESULTS ARE THE SAME AT BOTH WITH OVERALL WINS FOR OSBORNE AND SWORDY...

Photos by Nuno Laranjeira

**W**ith his mojo fully topped-up courtesy of an epic Foxhill moto victory, Buildbase CCM's Stephen Sword is desperate to turn the tables on MX1 series leader Evgeny Bobryshev and pull back the points lead the Russian racer has eked out in the opening five rounds.

Round six of the British championship series is held at Farleigh Castle – a circuit saturated with MX history – and keeping the track as close to its old-school roots as the organisers dare should play into the hands of the Scotsman who grew up racing similar unsculpted grassy tracks as a youth racer.

And it really seems to as Swordy runs 1-2-1 on the day to take the overall win ahead of Bobryshev (5-1-2), reigning champ Brad Anderson (2-3-9), wildcard Josh Coppins (3-7-4), team-mate Tom Church (9-5-3) and PBM Kawasaki's Gordon Crockard (8-4-5) who before today had never lost a race at the Wiltshire venue.

In the MX2 class Zach Osborne takes maximum points on the seriously speedy Cosworth Bike It Yamaha as fellow title candidate Jake Nicholls has one of them days to finish eighth overall with a less than stellar 6-2-20 scorecard – mmmm, consistent. In The Reverend's absence the podium's packed out by Samsung Yamaha's Neville Bradshaw (4-4-2) and DB Racing's Elliott Banks-Browne (3-3-8) while Marty Barr (2-5-9) and Scott Elderfield (7-8-3) round out the top five.

While fans and riders alike love Farleigh everyone seems less enamoured by round seven of the series that's held at Silverstone – the home of MotoGP and Formula One in the UK. And, if the newly-built MX circuit is ow to go by, then the Tarmac terrorists can keep the facility and shove it where the sun don't shine because as a motocross venue it quite frankly sucks ass. Okay, so this particular meeting's not helped by days of rain in the run up to it but the circuit was also terrible in the dry for the RBPN too...

Regardless, the show goes on and for Swordy that means another overall win although this time he has to share moto victories with Ando and Bobryshev who's lucky to be riding at all after damaging his ribs and lung just seven days prior in Brazil. Of the three it's the Scotsman who's most consistent as he runs 1-2-2 to take it ahead of Bobby (2-4-1) and Cosworth Bike It's MX1 star Jason Dougan who takes a trio of thirds on the 450 Yamahauler – seems like he took some advice from that fan's flag that read 'Doogie! Faster you bandit!'

Doogs' long-awaited MX1 podium appearance isn't the only reason to be cheerful for Steve Dixon's team at Silverstone as the apprentice Mel Pocock does the unthinkable and sets fastest time in the MX2 qualification session then backs that up in the Superpole as well on the rapidly drying and rutting up track.

Pocock also sets the fastest lap in the day's opening moto too although after starting seventh finds it impossible to challenge team-mate





# SERIES STANDINGS

## MX1 >>

1	Evgeny Bobryshev	CAS Honda	463
2	Stephen Sword	Buildbase CCM	430
3	Brad Anderson	PAR Honda	386
4	Jason Dougan	Phoenix Bike it Cosworth Yamaha	319
5	Gareth Swanepoel	CAS Honda	270
6	Gordon Crockard	PBM Kawasaki	267
7	Tom Church	Buildbase CCM	265
8	James Noble	PROPPA.com Honda	230
9	Alex Snow	Albion Kawasaki	216
10	Carl Nunn	MVR-D Suzuki	165

## MX2 >>

1	Zach Osborne	Bike it Cosworth Yamaha	452
2	Jake Nicholls	HM Plant Red Bull KTM UK	405
3	Martin Barr	PAR Honda	350
4	Elliott Banks-Browne	DB Racing Honda	314
5	Mel Pocock	Bike it Cosworth Yamaha	288
6	Kristian Whatley	LPE Kawasaki	273
7	Neville Bradshaw	Samsung Yamaha	245
8	Shane Carless	Suzuki	242
9	Matiss Karro	MVR-D Suzuki	238
10	Alan Keet	Danger UK KTM	186



*Bobby's win-streak ends in Wiltshire but he still piles on the points*

Osborne or HM Plant Red Bull KTM UK's Jake Nicholls who are out front. Although Zach leads the way early doors it's Nicholls who takes first blood as Pocock fights through the pack to third.

Osborne squares the scores with Nicholls in the second moto – as Pocock finishes third again – then seals the deal with another dominant display in moto three to take the overall too. When the scores are all settled Osborne is first overall (2-1-1), ahead of Nicholls (1-2-2), Pocock (3-3-4), Barr (7-5-3) and LPE Kawasaki's Kristian Whatley (4-6-6).

In MX2 it looks like a done deal for Osborne with just one round left. In fact the top six all look quite comfortable with the big scrap at the final round at Hawkstone Park next month being over seventh between Bradshaw, Shane Carless and Matiss Karro. In the MX1 class it's a similar story with the top four runners unlikely to change position but fifth's up for grabs and TC and the Crock Star will no doubt be going hard at it in Gareth Swanepoel's absence...



*Zach Osborne extends his MX2 lead at Silverstone*



# GRECIAN BURN!

EXTREME HEAT, FIRST TIME VICTORIES, MECHANICAL FAILURES, SCHOOLBOY ERRORS – EVEN WILD DOGS ON THE SPECIAL TESTS! THE GP OF GREECE HAS IT ALL...

Words and photos by Jonty Edmunds

If there was one thing David Knight wasn't expecting before the GP of Greece – round six of this year's Enduro World Championship series – it was that his lead at the top of the Enduro 3 standings would almost double come the end of the event.

No longer needing to put his balls on the line, maintaining rather than extending his championship lead was the name of the game for the Manxman in Serres. But with the event all but finished and heading towards a double runner-up finish that would have done nicely, thank you very much, DK sees his closest championship rival Christophe Nambotin exit the event. Handing an unexpected – but welcome – victory to the KTM rider, DK also rockets to a 52-point lead at the top of the E3 championship.

"Two runner-up results would have done me fine," explains Knighter. "There wasn't much between us on either day but at this stage of the championship I'm definitely not going to start taking risks to try and win races. The E3 title's getting closer and that's what matter the most."

On day one it's Nambotin that just edges ahead of the Manxman. With only five seconds separating the duo both riders hold nothing back and finish comfortably ahead of third-placed rider Seb Guillaume. On day two Nambotin's efforts to deliver a second day win come to nothing as his mechanical problem on the event's final enduro test sees his luck turn bad for the second time this season. Enjoying a massive winning margin, Knight is flanked on the podium by Husqvarna

team-mates Guillaume and Bartosz Oblucki.

All classes are affected by unexpected mishaps in Greece with the first big named rider to get tongues wagging for the wrong reasons being Antoine Meo. Romping away with the Enduro 1 championship due in part to mechanical and physical DNFs from two of his closest rivals, it's Meo who bows out early as an electrical problem halts his Husqvarna after just one test on day one.

Opening the door for one of several riders to make the most of Meo's absence, it's Finn Eero Remes who seizes his chance. Continuing his impressive run of good form, the pint-sized KTM rider puts in a mistake-free ride to top the class ahead of known Greek terrain specialist Cristobal Guerrero from Spain.

With less than nine seconds separating the two riders after close to an hour of special test racing, Remes claims his second win of the series helping to strengthen his runner-up championship position. Third is Johnny Aubert who for the first time this season is able to ride at his best having rid himself of the inner-ear problem that forced him out of the GP of Italy.

Returning to competition on day two, Meo has no option but to let it all hang out as he hunts down a seventh E1 day win. Having not ridden the long, fast, forest-based enduro test at all on day one, Meo needs a little time before he's firing on all cylinders but once up to speed there's no stopping the E1 series leader and he tops the podium 20 seconds ahead of Aubert with day one winner Remes third.

*A timecard error by Ivan Cervantes has virtually assured Mika Ahola of the E2 title*

*With series leader Antoine Meo out with an electrical problem, Eero Remes snatches the E1 win on day one in Greece*

"I needed to win after what happened on day one," comments Meo. "I'm the third rider to have scored nothing on at least one day of the series now, I just hope that's the end of my bad luck for the season. It took me a while to get up to speed but from the start of the second lap I felt good on day two."

The Enduro 2 class sees Juha Salminen return to the series following his three-event absence with a foot injury. Making his debut ride on Husqvarna's new 449 machine, the Finn narrowly misses out on a podium result and places fourth on day one. Third goes to the year's best performing newcomer – '09 MX3 world champion Pierre Renet. Although not quite able to match the pace of either Mika Ahola or Ivan Cervantes ahead of him, Renet's first time ride in Greece is certainly impressive.

With Ahola having got the better of Cervantes more times than not so far this season, it's Ivan who steals the E2 class win on day one. With little separating the two riders a mistake by Mika on the enduro test results in

*Pierre Renet continues his remarkable switch from champion MXer to enduro star*

*Knighter is within reach of the E3 title*





## SERIES STANDINGS

### ENDURO 1 >>

1	Antoine Meo	Husqvarna	253
2	Eero Remes	KTM	231
3	Johnny Aubert	KTM	220
4	Matti Seistola	Husqvarna	184
5	Cristobal Guerrero	Husqvarna	183
6	Nicolas Deparros	Kawasaki	181

### ENDURO 2 >>

1	Mika Ahola	Honda	288
2	Ivan Cervantes	KTM	258
3	Pierre Alexandre Renet	KTM	209
4	Thomas Oldrati	KTM	207
5	Joakim Ljunggren	Husaberg	174
6	Rodrig Thain	TM	137

### ENDURO 3 >>

1	David Knight	KTM	281
2	Christophe Nambotin	Gas Gas	229
3	Simone Albergoni	KTM	228
4	Seb Guillaume	Husqvarna	218
5	Marcus Kehr	KTM	183
6	Alessandro Botturi	Husaberg	161

### ENDURO JUNIOR >>

1	Jeremy Joly	Honda	260
2	Lorenzo Santolino	KTM	239
3	Victor Guerrero	KTM	197
4	Romain Dumontier	Husqvarna	182
5	Mario Roman	KTM	157
6	Josh Green	TM	121

Ivan placing less than one-and-a-half seconds ahead. But on day two things go horribly wrong for the Spaniard.

On special test times alone Ahola has the beating of Cervantes on day two but instead of finishing one-two at the top of the results a massive seven places separate the two riders in the final results. Making a mistake that essentially ends his chances of challenging for the 2010 E2 world title, Ivan clocks into a time control three minutes early. He ends the day eighth.

With Ahola in a class of his own – and a lot further ahead in the E2 title race than he imagined he would be before the race – Salminen places as runner-up. Showing that his enforced lay off through injury has done little to slow his pace, the Finn places ahead of Renet who finishes third to match his day one result.

Enduro Junior championship front runners Lorenzo Santolino and Jeremy Joly finish first and second respectively at the end of day one, joined on the podium by Romain Dumontier on

his Husky. With the KTM-mounted Spaniard and the French Honda rider looking to repeat their scrap for top honours on day two, Aussie TM rider Josh Green spoils their plans and claims his first ever EWC win.

Returning from a knee injury picked up in Poland, Green takes a good lap to get back into the groove of world championship racing on day one but finishes strong suggesting day two might bring better things. And it does. Getting off to a solid start the 300cc TM rider puts himself at the top of the class and soaks up the pressure from his more experienced EJ class mates. Although winning just two tests, Josh holds onto his lead throughout the day to eventually place three second ahead of Finn Antti Hellsten with Lorenzo third.

"It's awesome to have got my first win," says Josh. "I want to be back in Europe racing in the world championship again next year so I know I've got to start delivering some good results now. It was a tough two days but I'm so happy to have nailed the win."





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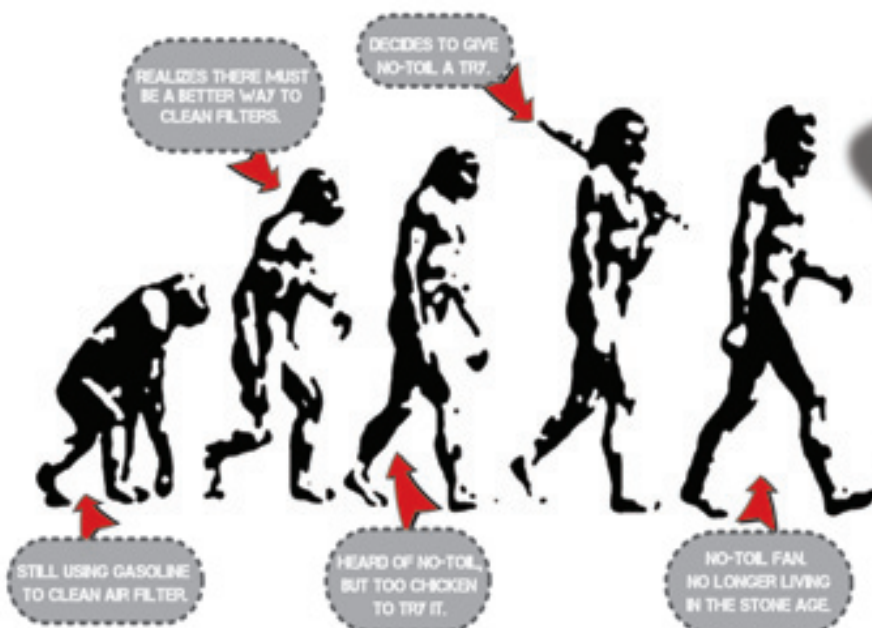
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## FRESH THINKERS!

### MX27

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**H**aving already looked at a couple of the older and more traditional pillars of youth motocross featuring clubs from both the ACU and the BSMA, this month we turn the spotlight onto the box-fresh MCF. In particular we cast a watchful eye over Mark Arnold's virtually brand new MX27 outfit plus we have a little shuffy at the all-new MCF league.

I asked Mark why he wanted to form a club of his own when he already had a busy, successful and important role in the Wilden organisation? "It's just a natural progression really," Mark explains. "I have spent most of my life in and around MX – either as a rider having competed throughout my youth years and latterly of course dealing with the promotion side of things and I have a genuine deep love of the sport. Also, I have a few ideas of my own that I want to try out and the time seemed just right to give them a go."

The club formed in May 2009 and quickly established a solid rider base that currently numbers 160. A few shakedown meetings in the summer of 2009 proved to be highly successful and at last year's Dirt Bike Show Mark took the decision to sign up with the MCF and compete in this year's inaugural league competition. For 2010 Mark initially set out an ambitious plan that would have done justice to any national

campaign with a series of high-profile meetings pencilled in that included two-dayers at Wilden and Mepal with further blockbuster events at Mallory, Armthorpe and Pontrilas.

Back in April I attended the first meeting of the year at Wilden Lane and, yep, for sure it all genuinely appeared to be the absolute nuts. The new venture had launched with a club meeting taking on the appearance of a national event – complete with colourful track dressing, uniformed officials, a couple of real blonde bombshells strutting their stuff with the startboards, healthy numbers in all of the racing classes and Ray Rowson making a Sunday guest appearance in the adult class – job done I thought!

Throughout the course of the year, however, Wilden and the following gig at Mepal proved to be the absolute stand-out highs as once the full national season kicked in the entry numbers dropped off resulting in Mallory being scratched and the realisation that a certain amount of re-thinking was in order. Mark explained that he had initially put out a lot of money for the extra trimmings that really make these events something special but if he couldn't get the numbers in season-long he would have to downsize the operation to suit.

The second MX27 event I attended just recently at Brookethorpe was a fourth round club

event and also an MCF league qualification day for the September Grand Slam Finale – and you really couldn't argue with the quality of the youth line-up on parade down in Gloucestershire.

Dominic Lancett came out on top from an impressive 29-strong Autos pack with a hat-trick of heat wins and Keenan Hird claimed a fast and furious brace in the 65s as Harry Wichman chipped in brilliantly for the third race win. Ben Harrison and David Keet stepped up to the plate, toughing out a SW battle royale that eventually went Ben's way and his big bro James put on a thumping good show to grab the BW victory. James Dunn also caught the eye quite spectacularly to win one race on his yellow smoker.

The downsizing Mark alluded to was all too obvious to see. Not too much glitz and glam on show for this one and, damn it, no blonde bombshells wafting around the place either. This was with all due respect an ambitious, keen and well-run club staging a fairly straight-forward club meeting – not that there's anything wrong there especially with 144 riders sitting in the paddock.

At Brookethorpe I asked Mark what had surprised him the most – either good or bad – in his first season at the helm and what plans he has for 2011 on the back of the 2010 experience?



So that's where the DBR  
15-second board went!



Below: Azza Woodward, Team Hird and Charlie Kent prepare for battle



"The track hire prices at some venues have been way too high for comfort and I will be looking to negotiate a far more realistic price in 2011 from some of the owners," he explains. "I have also learnt that you can't rely solely on your registered riders to fill the startlines! But at the same time I thank and really praise the guys that have stuck by me – 10 out of 10 to all of them!"

"For 2011 we will also definitely be looking for new sponsors to come on board, throttling back on the MX27 national series and bringing it all into line with other clubs but still retaining the glitz and glamour of nationals if at all possible. We are also looking into transponders but at the moment it's just not financially feasible. This year has been really good in parts but next year will be much better for the experience and knowledge gained."

Casting a small straw pole of opinion around the paddock at Brooky I couldn't actually find anyone who had come to the event specifically to enhance their chances of qualification for the MCF finale but the all-singing and dancing affair is this weekend – September 11/12 at Foxhill – where a three-club shoot-out featuring riders from MX27, South Somerset and the Vectis clubs will decide all of this year's champions.

# DOWN TO THE WIRE!

BYMX SET TO SIGN OFF AT CUSSES GORSE

**W**ith the final round of this year's BYMX series about to hit the dirt at Cusses Gorse this weekend (Sept 11/12) will it be Albie Wilkie, Josh Gilbert, Adam Sterry and Connor Walkley who are ultimately named as this year's quality quartet? With four comfort zones already in place they are all clear and odds-on favourites.

Adam Sterry in the BWs and Connor Walkley in the Youth Open section both have 23-point leads over the field and under the 2010 points scoring system where a fixed 50-point reward is allocated to the overall round winner that should be job done barring an absolute calamity. In reality both guys can finish as low as 13th overall and still win the titles.

The situation in the 65s and smallies is a lot closer however. Although both Albie Wilkie and Josh Gilbert have margins to play around with the new points scoring system dictates that they must both finish within the top six down in Wiltshire to be absolutely sure of going home with the championship crowns. Wilkie needs to finish in fourth place overall or higher and fifth or better will do the job for Gilbert. Anywhere outside of that and it's a real nerve jangler with the titles up for grabs.

In the tiddlers it's only possible for second-placed Keenan Hird or third man Taylor Hammal to snatch the crown from Wilkie's grasp but it will most likely also need a couple

of magnificent performances from the likes of James McFayden and Alexander Brown if they are all to force Albie down the finishing order.

The battle in the Small Wheels is equally as interesting but with more candidates in the plot and all capable of filling a top six result in any kind of order. Josh Gilbert therefore could do with a repeat of something approaching the brilliant Dean Moor and Brampton form if he is to confidently elbow the challenge of his main rivals Oliver Osmaston and Robert Yates.

Confidence could well be the key in this section – hold your nerve and you could end up holding the ultimate number one red plate. Crunching the SW numbers it's mathematically possible for Jay Lamb, Conrad Mewse and Sid Evans to end up with that number one plate but in reality it looks like a Gilbert, Osmaston and Yates three-way affair.

## SERIES STANDINGS

**65s:** 1 Wilkie 267, 2 Hird 254, 3 Hammal 252, 4 McFayden 212, 5 Edey 205, 6 Brown 203

**SW85s:** 1 Gilbert 253, 2 Osmaston 238, 3 Yates 238, 4 Lamb 215, 5 Mewse 214, 6 Evans 213

**BW85s:** 1 Sterry 270, 2 Watson 247, 3 Kelly 228, 4 Harrison 224, 5 Garland 218, 6 Southwood 188

**YOUTH OPEN:** 1 Walkley 274, 2 Kelly 251, 3 Watson 246, 4 Sharp 238, 5 Norris 214, 6 McLean 206

Expect some close, fast racing in the 65s



## FANTASTICFOUR!

TEAM GREEN HUNT FOR 250F PILOTS

**K**awasaki are on the look-out for four talented youth stars to race 250F machinery in 2011 under their Team Green banner.

Open to current MXY2 and BYMX youth open championship competitors as well as riders moving up from the BW85cc division, on offer is a full package that includes subsidised KX250F machines plus a parts budget, tyres and lubricants and direct contact with KMUK's Racing Coordinator Ross Burridge.

"We've already seen how the Team Green brand creates loyalty and encourages success

on and off the track with Connor Walkley," says Ross. "Now we are widening the opportunity to the best riders who currently compete on either Kawasaki or other manufacturers' machines."

"The prospect of this new Team Green initiative has already been circulating as a paddock rumour. I am now happy to confirm that it is true and that we are inviting interested riders with genuine podium potential to express an interest in the new team either via email or speaking to me in person at the last round of the BYMX championship held at Cusses Gorse."





## SPOTLIGHT ON... **DARRYL MAXWELL**

HOMETOWN: **HORLEY, SURREY** DoB: **10/11/93** SPONSOR: **MOTO-WARD** BIKE: **YZ250**

**I**t's hard to imagine just how much money the average family would be prepared to put aside in order for their offspring to be fully race competitive. Or what other sacrifices they would consider making – but when I read the following sentence it certainly made me think. 'We are currently in the process of selling our house to give Darryl the opportunity to compete with new machinery in 2011.'

Now as statements go that's a real biggy for sure – and it strikes me as being devotion to the cause way beyond the call of duty from the parents of 16-year-old Darryl.

At 6ft 4ins Darryl is easy to spot in a crowd – he's possibly the tallest youth rider around and his family jokingly calling him Ken De Dycker! His real nickname however is Shorty, not because of his height but because he laughs like the Shorty character from the Scary Movie films!

Darryl's off-road career started early as mum Marianne explains. "Darryl's dad and uncle rode motocross way back in the '80s so when Darryl was just two his dad bought him a small quad bike for Christmas but to be honest he played more with the box it came in!"

Having worn out the box and mastered the quad at four years old Darryl begged his dad for a two-wheeler. A 50cc KTM fitted the bill quite nicely and the next step took team Maxwell off to local club events, mainly at Mid Sussex MCC where Darryl has since won championships ranging from Auto to Youth 125.

All through the early days of his youth career the big stumbling block was always the lack of real funds to run a full national campaign but in 2008 with the help of Moto-Ward Yamaha the toes were finally dipped. The following year flying the Mid Sussex Moto-Ward Yamaha flag once more, Darryl finished in a very creditable sixth place in the

KWS Masters MXY2 standings.

At present Darryl is still running the '08 Yam in the Red Bull Rookies series with an eighth place overall finish at Pontrilas the best result so far on his 2010 racing CV. A few problems through the early part of the year held back the progress but Darryl hopes all will fall into place from here on in.

The plans and hopes for 2011 obviously include a bit of positive news from the estate agent in order to acquire the new jousting tools with another thrash at the youth titles with the MCF Rookies being the top pick.

Rage recently had a quick Q and A with Darryl and here's what he had to say on some of his favourites....

**FOOD/DRINK?** "Spaghetti Bolognese and OJ."

**TV PROGRAMME?** "Gavin and Stacey and Top Gear."

**HOBBY?** "Cycling and swimming."

**AMA OR GPs?** "Has to be AMAs – fast natural tracks and mostly better weather – I would love to get over there and ride them one day!"

**YOUTH RIDER?** "Lloyd Pettett – he competes alongside me in the Rookie group in the Red Bull series and he has improved his riding so much over the years I've known of him."

**PRO RIDER?** "I would have said Stefan Everts for his laidback and smooth style but my favourite current pro rider would have to be Justin Barcia for his style as well."

**TRACK?** "Got to be Pontrilas – a fast, natural motocross track. Love it!"

Thanks for all of that Darryl and good luck for the future. If there are any sponsors out there looking for an advertising space that's sure to be head and shoulders above the rest you can contact team Maxwell via Marianne at [MMaxwell@willow.co.uk](mailto:MMaxwell@willow.co.uk)



all photos courtesy of **Sophie Whiting** and **Nathanael Jones**



# MR SMOOTH!

**SUPER-CONSISTENT KEENAN HIRD USES HIS HEAD TO PILE ON THE POINTS...**

**A**pparently there's more than one way to skin a cat. Not sure if that saying is going to get us in trouble with the animal rights people or not but basically it means you can get the same results in various different ways.

Red Bull Elite Youth Cup 65cc rider Keenan Hird is proving that point. Right now the lad from Bradford holds the series lead by a very healthy 107 points over Taylor Hammal and it wasn't until the last round at Canada Heights that he actually took an overall win!

His style is super-smooth and you can already tell he's a calculated and smart rider. He stays out of trouble and you'll often see him riding different lines to his competitors – he definitely has a little of the Kevin Windham or Steve Ramon about him. With two rounds remaining the title is within his reach so we chatted to him to see how it's all going.

**Rage:** Keenan, are you all right? It's the summer holidays so what have you been up to today?

**KH:** "Yeah, I'm fine thanks. I've been doing a bit of training today and then just been messing about on my BMX bike."

**Rage:** BMX eh? So do you spend a lot of time on your BMX? Is that what you do for fun?

**KH:** "Yeah, I just spend a lot of time messing about with my brother and my mates and going to skate parks. I'm right into my BMXing but it's not the same as racing, I only do it for fun and to keep my skills up. The big thing for me is motocross and to try and become a pro racer one day, that's what I love."

**Rage:** If you're into BMX I guess you must be into the X Games. Have you been watching that recently?

**KH:** "Yeah, I watch it if I'm in but I don't make a real effort to watch it. I'd rather be out riding and doing it myself than watching other people."

**Rage:** So how did you get into motocross then?

**KH:** "My dad used to race and I got into it like that. He bought a bike for me and my brother Casey to share and mess about on and learn how to ride and it started from there. Casey will be racing the Red Bull Elite Youth Cup next year so it's a real family thing."

**Rage:** So you'll be teaching him stuff then?

Do you think he'll listen to you?

**KH:** "No, probably not!"

**Rage:** You've got a big lead in the series and haven't been off the podium all year but it took until round seven to win an overall this year. Was it starting to bug you a little bit?

**KH:** "No, not really. I like to try and stay consistent and not make many mistakes because I think that's better in the end. I'm leading the series and that's what matters really. It's like the big jumps – sometimes Albie [Wilkie] or Ryan [Vickers] will do them but if I don't feel safe doing them too I won't go for it and risk having a big crash and hurting myself. So I hold back a bit and keep consistent. It was good to finally win though. It was a awesome feeling because I also extended my points lead. The championship counts more than an overall."

**Rage:** Your approach to racing is obviously working. Is that your natural character or is it something that you've learned to do?

**KH:** "Yeah, it's something I just do. I like to think about what I'm doing and try and ride smart and

stay out of trouble, especially on days when not riding at my best. I just always try to get the holeshot, ride good laps, try and stay on and not make any silly mistakes."

**Rage:** When you race you seem to use different lines from a lot of the other riders. Is that just something you've picked up or do you have anyone helping you with that?

**KH:** "It's something I've learned to do after my dad always told me never to follow riders in front of me because if they are going down I'd be going down with them. If I go wide and it doesn't work I'll know for next time. I like to check out the track in practice and try loads of different lines."

**Rage:** Do you hang out with a pro rider or does anyone give you special coaching?

**KH:** "No, just my dad gives me tips on what to do. He used to race and was a good expert rider around where we live."

**Rage:** So, with three rounds to go you're not

going to push for that overall win – just business as usual to wrap up the title then?

**KH:** "Yeah, I'm not going to start taking risks now. I'll just keep riding like I've been riding and hopefully win the championship. It would mean so much to me to win it."

"I'm moving up to the small wheeled class next year. Conrad Mewse moved up this year and is doing well and was leading the series so hopefully I can do the same. I want to be up there winning. At the end of racing we'll probably take a month off and then I'll start riding the 85. Last year we went to Belgium and Holland to ride so we'll probably do that again."

**Rage:** You can't go without thanking the people that help you so do your big AMA podium speech...

**KH:** "Ha! Well Craig's Motorcycles give me my bikes so a big thanks to them, Ash Kane at MSR for all of my kit, Gaerne boots, Fly helmets, Scott goggles, granddad and nan and my mum and dad. Hopefully I can win the championship and that will make them all happy."



*Keenan's proof that consistency – okay, plus speed too – wins titles*



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Adam Sterry is KTM-mounted for the World Juniors



Mickey Eccles launches downhill



America win the trophy event from Italy and Australia

Despite mechanical problems Ben Watson is best Brit



# WORLD JUNIORS!

WATSON HEADS THE BRITISH CHARGE IN FRANCE

Photos by Nuno Laranjeira

It only comes around once every year and quite understandably there wasn't too much to report from a British perspective from the '09 event down in New Zealand. But with this year's World Juniors a lot closer to home at the Dardon Gueugnon circuit in France a little band of brothers ferried across all keen to test their talent.

It wasn't quite a D Day landing force but a grand total of 11 made the journey with some guys ditching their trusty four-bangers in order to race the two-stroke-only event – and in the case of Adam Sterry and Luke Norris changing colours too. Parking the Hondas for the weekend, Adam reverted back to a KTM in the 85s with Luke throwing a leg over a Yamaha in the 125s.

In the 65s it was a quick turnaround for Albie Wilkie as he missed the qualification cut and promptly hot-footed it back home to race the next day at the EYC at Canada Heights. Albie was the sole rep in the 65s and on his first big Euro excursion but with six of our tried and tested finest in the 85s the hopes were higher. From a tight qualification group A where just

three seconds covered the top 20, Ben Watson and Ben Howell flew the flag to best effect going through in 10th and 14th places respectively with Mickey Eccles also straight in by posting 16th in group B. In the opening moto Ben Watson put on a world class charge. Around the hardpacked terrain he ran the fastest lap times along with Italian Michele Cervellin as they both closed in on the leaders.

At the flag Ben finished in fifth place just three seconds adrift of Slovenian wonder kid Tim Gajser and just a further 10 behind German race winner Henry Jacobi. A truly awesome effort under the noses of the top brass but unfortunately that proved to be the highlight of the weekend for Ben. Second time out he trailed home in 32nd place, struggling with a machine that just wouldn't go courtesy of a water-infected carb.

Machine problems and failures have been the underlying story of the Ben Watson season this year but following France you kinda get the impression that very important eyes have been opened to his extraordinary talent and important doors will surely follow.

In the 125s Ben's big brother Nathan carded a 16th place in race two, following Luke Norris's 19th place in the opener. Just for the record, despite the machine problems Ben finished as the top Brit in 12th place overall with the British team as a whole finishing in 13th in the trophy standings.

The Americans took the team prize and had even more to celebrate in the 65s with Jake Pinhancos grabbing both of the heat wins and the world title ahead of Saturday's fastest qualifier Brian Hsu from Taiwan.

The 85cc world crown went the way of Henry Jacobi in a thrilling climax as he followed up his opening race win with a third place finish, coming through from eighth on the opening lap to eventually just edge out Gajser who finished with a 4-1 card. And in the 125s on home soil Jordi Tixier made it a glorious personal double as he added the world juniors title to his already won European 125cc crown.

As brilliantly as Tixier rode he found himself on the limit at times, stretched by the talents of USA star Joey Savatgy and third-placed Australian Pascal Rauchenecker.

## GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at [mikegurney55@yahoo.co.uk](mailto:mikegurney55@yahoo.co.uk)







# GOOD KARMA!

WHAT GOES AROUND COMES AROUND AND BILLY'S JUST LANDED HIMSELF  
A FACTORY KAWASAKI RIDE FOR THE LAST TWO AMA NATIONALS...

Words by Billy MacKenzie Photo by Matty Muir

I'm currently sitting in cattle class, seat 72F with Harriet right at the back of a Boeing 747 on my way to LA to ride for factory Kawasaki for the last two rounds of the AMA Nationals!

I was on the fence the previous night whether to pay for my own flight out there and race the last two Nationals on my own with the help of a mechanic or go in for the arm-pump operation and get prepped for Aussie supercross. I had decided before I went to sleep that I was gonna get the op. I woke up in the morning and there was a missed call on my phone from my team manager Troy Carroll, swearing and cursing me for not picking up the phone and that I have to call him urgently! He's 'cool as' – I get on really well with him!

After the last round of the Aussie Nats we found out Chad Reed had Epstein Barr virus so we made a call and asked if I could fill in for him for the remaining rounds. It was a bit of a long shot but I have a great relationship with Kawasaki and Steve Guttridge, not to mention the guys at Monster who were also pushing for me. I rode insane at the last round of the Nats at Coolum, really had my mojo going and everyone was there to witness it so in everyone's eyes – including mine – we felt like I could go to the US and get a result!

It took a few weeks and it didn't look like it was going to happen but in the end the universe answered and I'm going there to give it everything I have for the people who have stuck behind me, for Kawasaki, for Australia and for myself! Then who knows, if it all goes well Steve Dixon can beg me to ride in the Nations after not even putting me on the shortlist! Ha ha! Here's hoping, huh? I'm just gonna go out there with the same attitude I've had all year and what happens, happens – I'm racing because I love it at the moment, not because I've got everyone breathing down my neck.

I originally started this column after a run along the beach in Byron Bay, a few days before I got the news about the good ol' US of A. It wasn't the best day for running – windy, raining a little and it wasn't that warm, not your usual day in Oz. But I guess we have to take the bad with the good and there sure are a lot more good days over here than there are bad.

Anyways, running is always a great release for me – it relieves me of any stress or angst I have that builds up inside from being Scottish, British, an Aries or even just being me! I find I can solve all my problems in life by going for a little run with some uplifting music and positive thoughts. I decided when I got back that there is something I feel needs to still be put straight which weighs me down every time I think about it. Really it should have been elaborated on at the time – however, I was advised to say nothing as any comment I made about the situation could easily have been twisted by the media into something more controversial than it already was, therefore causing me more trouble than I'd already landed myself in. I'm talking about

the mess with the BNP.

So finally I wanna put the record straight. It would be easy to say nothing or just leave it to rest. However, I've been out of Britain a while now and the more places I see, the more people I meet, the more I'm made aware of just how much bulls\*\*t goes on in the world regarding race, religion, greed, control, media scandals and money. I've been enlightened by a whole new world, I've learned things from my travels and from meeting some really great, open-minded, genuine people. The truth is, when I clicked that button on my PC while viewing that website I really didn't understand anything about politics! I was in my late teens at the time, pretty naive and easily influenced by what I saw on TV, what I read in the newspapers and what people were saying.

I'd been listening to opinions about the 9/11 terrorist attacks, the occasional racist jokes (be it about ethnic races or my own), people in the motocross community going on about the BNP and all kinds of political bulls\*\*t. I got involved in a discussion on an internet messageboard and threw in my two pennies worth, someone then posted a link to the BNP website and I took a look not knowing anything about their history.

The reason I'm writing about this is because I wanna clear my mind of everything I've been brainwashed into believing. We are brainwashed into thinking what we are doing is right, that we have to slave ourselves day-in, day-out to get ahead. Sorry to go on but after living in Australia, travelling around the Far East and seeing how beautiful the world can be, to just accept the rat race at home is criminal in my eyes. Everyone needs to open their eyes and become more aware and make a more conscious effort to stand up for themselves and not be influenced by what we see and what we hear. Make your own choices in life – so what if it's against what you've been brought up believing or being taught, if you put good vibes out there and be a good person then you will get good things back. At least that's what I have been doing this year and things seem to be falling into place for me right now.

So I hope anyone who thought badly of me last year regarding this situation can now understand the reasons I was lead down that path – young and naive, pressured and influenced by what I saw and heard. Monkey see, monkey do. It's easy to ignore things in the world and be so self-absorbed. I know that this column ain't gonna change the world but maybe someone reading this will be made more aware of any situations they might find themselves in and make a conscious decision to do the right thing. Let's hope when 2012 comes around the world won't end and that everyone will make a conscious shift and be more aware of what's going on around them for the best.

Anyone who has watched Avatar and understood it will get a sense of what I'm going on about...

*Billy MacKenzie*





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